

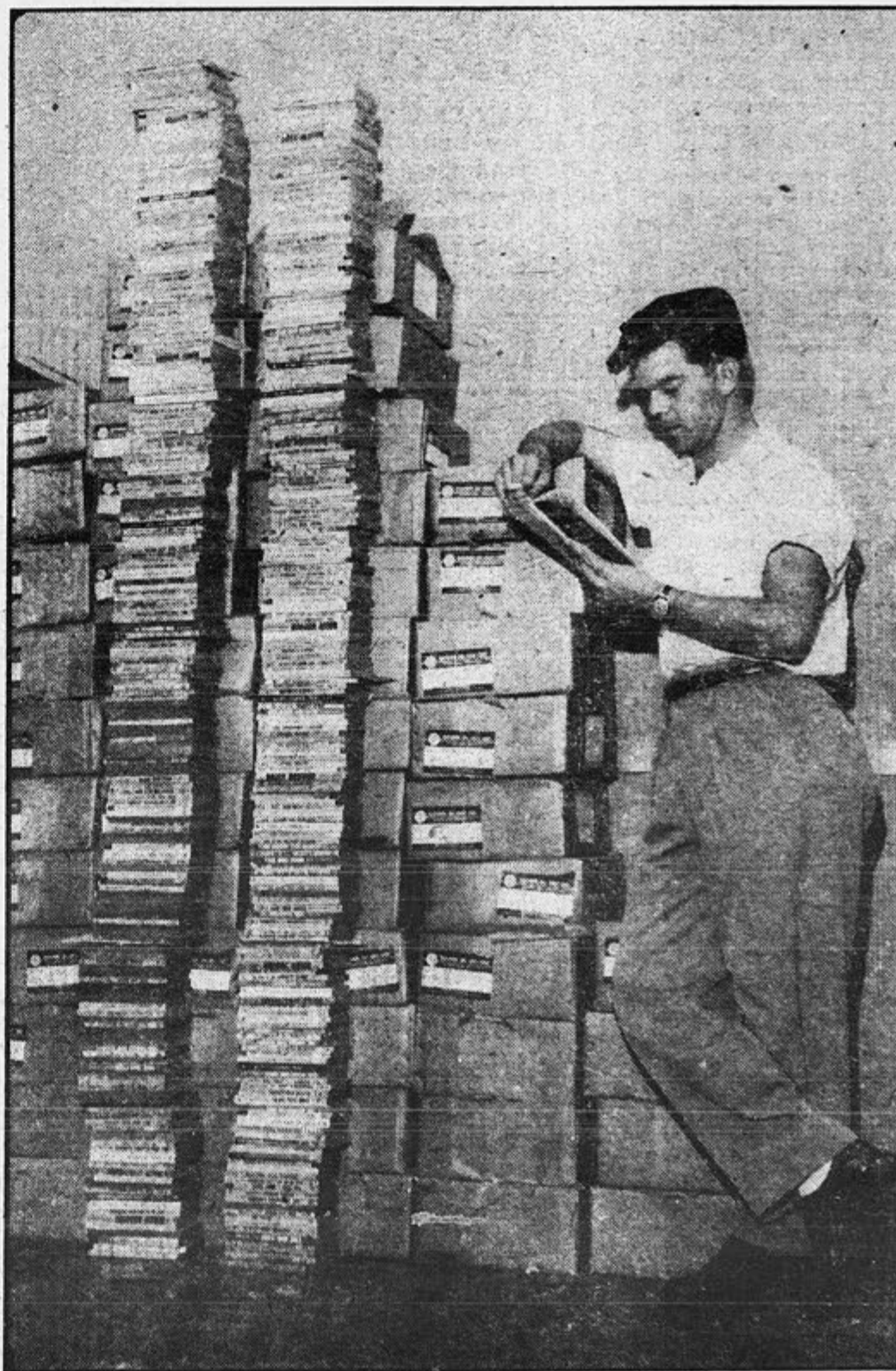
SIXTY SEAMEN NOW ON SIU PENSIONS

Nine Men Approved This Month

—Story on Page 3



New Lifeboatman. A graduate of the SIU-operated training school, John "Red" Burke (left), veteran SIU steward, shows instructor Jack Parker his new lifeboatman's endorsement. Training school in Mobile helps many Seafarers upgrade and get lifeboat tickets. (Additional photo on Page 3.)



Story Time. Seafarer Jesse Parrish, FOW, catches up on one of 450 books that have been put aboard all SIU ships since SEAFARERS LOG started their distribution two years ago. Libraries go aboard in 50-book lots every three months and contain wide variety of reading matter.

SIU Sifts New Korea Leave Beef

The restriction to ship for the SIU crew of the SS Marie Hamill in Inchon, Korea, while crewmembers of another vessel passed them regularly on their way ashore, is being investigated by SIU representatives in Washington.

Lasting several days, the restriction on the Hamill appeared particularly unreasonable to Seafarer-crewmembers, who could watch members of the SIU crew on the Sea Comet II go ashore almost at will. This situation also didn't help create any warm feeling toward the Army on the part of the Hamill crew, which figured itself entitled to the time off but couldn't get to first base.

As explained by the Army, and later cited by the Bloomfield Steamship Company, the restriction was due principally to the general uprisings in Korea involving American guards serving the Communist-nation truce team which is seeking to police the Korean armistice.

'Thumbs Down'

Inequities about the restriction are the still unexplained approval of shore leave for the crew of the Sea Comet, a tanker, while the Hamill, with light cargo aboard, got the "thumbs-down" signal.

Last May, a Defense Department order ending shore leave bans by local military commanders, gave Seafarers for the first time a clear-cut policy to go by, and it was assumed that the method used would follow the pattern established. The new case of the Hamill, however, leaves everyone wondering.

Accordingly, Union representatives are checking the beef.

Notify Union About Sick Men

Ship's delegates are urged to notify the Union immediately when a shipmate is taken off the vessel in any port because of illness or injury. Delegates should not wait until they send in the ship's minutes but should handle the matter in a separate communication, so that the union can determine in what manner it can aid the brotner.

It would also be helpful if the full name, rating and book number was sent in. Address these notifications to Welfare Services at headquarters.

SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer
HERBERT BRAND, Editor; RAY DENISON, Managing Editor; BERNARD SEAMAN, Art Editor; HERMAN ARTHUR, IRWIN SPIVACK, Staff Writers; BILL MOOBY, Gulf Area Representative.

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SUP Marks Labor Day, Opens New Hall in Portland



Dedication of new Sailors Union of the Pacific hall in Portland, Ore., on Labor Day, provided occasion for combination affair marking formal opening of the new building as well as labor's national holiday. Two-story Portland hall houses dispatching facilities, offices and recreation rooms on first floor and housing for SUP oldtimers and pensioners above. At right, Portland Agent "Whitey" Benz leads inspection tour of new branch, followed by SIU Secretary-Treasurer Paul Hall, who represented SIU-A&G District at the opening, SUP New York agent Morris Weisberger, and Seattle agent Max Weisbart. On balcony is Tom Hookey, SUP building fund trustee. SUP now has modern halls in all west coast ports.

WC Officers Flip-Flop, Okay Tonsina-Type Pact

SAN FRANCISCO—Just six months after they furiously attacked SIU of NA president Harry Lundeberg for signing a special bulk cargo agreement, representatives of the West Coast mates, engineers and radio operators' unions were clearing the decks for a similar agreement with American Bulk Cargo Inc.

The West Coast Masters, Mates and Pilots have already approved the agreement patterned after the now-famous Tonsina contract originally signed by the Sailors Union of the Pacific in March. The two CIO unions, the Marine Engineers and Radio Operators, also indicated they would approve the contract.

The Tonsina agreement was signed as an experimental contract for bulk carriers only. It was designed to revive American participation in the bulk ore trade between the West Coast and the Far East. Up until then the trade was monopolized by runaway-flag ships.

The basis of the agreement was a sizable increase in base pay for all hands through incorporation of penalty pay in base wages, and a slight reduction in the West Coast manning scale, the highest in the country. Lundeberg signed it on a one-ship basis in the hope that the experiment would prove of value in opening up many more job opportunities for American seamen.

Develops Trade

With additional operators now planning to enter the bulk cargo field, it appears that the Lundeberg move has been successful in developing an area of trade which had been closed to US-flag shipping up until now.

No sooner had the agreement been reached than Lundeberg was the target of a savage, vituperative personal barrage led by National Maritime Union President Joseph Curran and enthusiastically seconded by the MEBA, the CIO Radio Operators and the West Coast MM&P. The agreement was denounced as a "sellout" which would "destroy" US maritime unions—Curran conveniently overlooking all the while that he had called for special concessions for the bulk cargo trade some months before. The denunciation of

Lundeberg was echoed by Harry Bridges as well.

Heavy pressure was brought to bear by the CIO unions, with the radio operators threatening to strike all ships if the Tonsina's charter was not cancelled by Pacific Far East Lines, and a barrage of anti-Lundeberg propaganda was

Congress Warms Up Sea Probes

WASHINGTON—One Congressional committee, the House Merchant Marine Committee, has already given indication that it expects to have a busy season next year when Congress reconvenes in January.

Thus, 1956 is likely to be a big year once again for maritime investigations, with a possible probe into the way the Maritime Administration has administered the subsidy program heading the list.

The committee chairman, Rep. Herbert C. Bonner (D-NC) has already committed himself to find out whether the subsidized lines are getting too much from the MA staff in the way of benefits. The subsidy program was also under fire late this year in the midst of hearings on a controversial controls bill governing merchant seamen.

'50-50' Warm-Up

Another matter standing high on the committee's agenda is the fight to keep the "50-50" shipping law from being knocked off the books by foreign lobbyists and US farm interests. The anti-"50-50" drive is being feverishly whipped into shape for the opening of next year's session.

transmitted to all US ships by the CIO operators.

However, AFL maritime unions, including the SIU and the national MM&P, rallied to Lundeberg's support. The AFL unions were convinced that the real reason for Curran's blast at Lundeberg was an attempt to cover up his abject surrender on the hiring hall, which led to the opening of NMU's membership books and hiring halls to all comers.

Curran Lost Hiring Hall

Under pressure from the National Labor Relations Board, the NMU had caved in on the hiring hall, with Curran carrying the ball despite strong opposition from NMU treasurer M. Hedley Stone and others in the union. Curran also forced through the opening of membership books to all comers without giving the membership a chance to vote on the issue.

Just a few months before Curran had told a "World-Telegram and Sun" reporter that opening books to all comers in maritime was "just plain racketeering."

Curran was also disappointed that he had been unable to "deliver" Lundeberg to the "Maritime Labor-Management Committee," a combine of subsidized ship-owners and the CIO unions. Lundeberg flatly rejected Curran's invitation to join what Lundeberg called a "phony set up."

With dissension rising on all sides in the NMU and his plans thwarted, Curran turned on Lundeberg and the Tonsina issue as a convenient target to distract his membership. He also was hopeful of isolating Lundeberg on this issue so that he could act as the spokesman for all of maritime in the coming AFL-CIO merger.

Since the other CIO unions have now approved the Tonsina-type agreement they have, in effect, fully vindicated Lundeberg's action and left Curran sitting out on a long and fragile limb.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: Sept. 21, Oct. 5, Oct. 19.

Senate Sea School Quiz Opens Soon

WASHINGTON—An investigation of officers' training programs at Federal and State maritime academies has been scheduled by the Senate Commerce Committee. Senator Frederick Payne (Rep.-Maine), chairman of the subcommittee conducting the hearings, said that the study would begin October 4.

The four academies involved are Maine State Maritime Academy, Castine, Maine; Massachusetts Maritime Academy, Boston; New York State Maritime Academy, Fort Schuyler, New York; and Kings Point Academy, Kings Point, New York. The first three schools are run by the respective states but most of the funds for all schools come from the Federal government.

'Unnecessary Expense'

The SIU and other maritime unions have maintained for many years that the academies were not needed since all of the merchant marine's officer needs could be met by men coming up "out of the foc'sles." The net effect of the schools, the unions argue, has been to overload the industry with a surplus of unneeded marine officers at considerable expense to the Government.

One result is that a very large number of academy graduates spend little or no time serving at sea after being educated for that purpose at Government expense.

Union spokesmen will have a chance to air their views on the subject when the hearings convene in Washington.

SEAFARERS LOG AWARD

There are still seven issues of the SEAFARERS LOG left for the year 1955 in which Seafarers can qualify for one of the annual LOG awards for distinguished membership contributions to the Union newspaper. The award program, announced early this year, will cover four categories—letters, photographs, poetry and drawings—submitted by any Seafarer to the newspaper and appearing in the calendar year 1955.

The awards will consist of medallions, suitably inscribed. No particular entry form is needed. As long as the Seafarer's material appears in the LOG it automatically qualifies for the prizes.

Standards that will govern selection of winners in the four categories are: for letters—one offering a constructive proposal or best expressing a Seafarer's feeling on any given issue; photography—for the best photograph, or photographs of Seafarers at work or play or other material of strong interest to Seafarers; poetry—literary mer-



it and subject matter in the tradition of the sea; drawings—quality and originality plus subject matter based on maritime or related experience.

Sixty SIU Members Now Receiving \$150-Mo. Pensions

The number of Seafarers receiving the \$150 per month SIU pension-disability benefit rose to 60 last week with the approval of nine more disabled brothers by the SIU Welfare Plan. The 60 Seafarers now on the list are the greatest number since the benefit was first established in May, 1952.

The SIU benefit is among the largest of any non-contributory system in the country, amounting to \$1,820 a year for each of the 60 Seafarers, far more

than many of them earned for years while going to sea in pre-union days. Since the Welfare Plan's benefits are financed by shipowner contri-

butions negotiated by the Union, no Seafarer has to make any payments into the fund.

Most of the 60 Seafarers on the benefits list are over 65, which entitles them to Social Security old age benefits over and above the Welfare Plan payments. However, the disability-pension is not based

on age, but on inability to work because of illness or injury, so that a number of Seafarers who would not be covered by Social Security are protected by the SIU Plan.

All of the nine men approved at the last Welfare Plan trustees meeting had applied under the old seven-year seetime provision. Their applications were either incomplete or were being processed when the trustees of the Plan re-

vised the qualifications on June 1 and also increased the benefit from \$25 to \$35 a week, as well as adding the new hospital-surgical plan for Seafarers' families. It was the feeling of the Union that since the applications were pending they should be judged on the basis of the old seven-year sea time rule. The trustees agreed that it would be an injustice to the nine men if they were caught in the middle of the change-over.

Flexible Plan

This action by the trustees, like other decisions in the past, points up the flexibility of the Union-administered Plan. The board of trustees, consisting of Union and employer representatives, is able to make interpretations and rulings of this kind in short order, without getting involved in complicated rewriting of an insurance contract.

The SIU disability-pension was first put into effect at the rate of \$15 weekly as of May, 1952. It was increased to \$25 weekly in March, 1953, and to \$35 a week this past spring. In changing the seetime qualifications from seven to 12 years, the trustees extended the



Nelson Flynn

eligibility period back to January 1, 1934, allowing a wider range of seetime than before.

Nine Passed Away
Beside the 60 Seafarers on the list at present, nine men who were receiving the benefit have since died.

Halt Alcoa's Late Payoffs

Action by SIU headquarters has halted the practice of Alcoa ships paying off in New York about one hour before sailing time.

The delayed payoffs left little time for settlement of beefs and repair lists, to say nothing of the unnecessary hardships they placed on family men.

As a result of talks with company representatives from Mobile the practice has been discontinued.



Guilford Larsen

Seafarers added to the list by last week's action of the trustees are: Charles A. McComisky, Boston, Mass.; Buster S. Carlson, Texas City, Texas; Arthur F. Nel-

son, Foley, Ala.; William P. Flynn, Wollinger's Island, Ala.; William Guilford, Pritchard, Ala.; Bernard M. Larsen, Miami, Fla.; Robert M. Ellis, Brooklyn, NY; Henry L. Gillot, Long Island City, NY; Edward G. Robinson, Hamilton, Ala.

Two of the men, McComisky and Robinson, are entitled to retroactive benefits because their applications were completed at an earlier date.



Ellis Gillot

lations Board election in May, 1954, ILA supporters have been waiting for the leadership to make good on promises of better conditions on the piers, an end to racketeering and establishment of union democracy in ILA locals. Instead, conditions have reverted to what they were before the IBL

was chartered, and in many areas have grown worse. ILA president William Bradley admitted on a television program that conditions in the harbor were the worst in 30 years.

Petition Next Summer

Under the terms of the Taft-Hartley law, the IBL cannot petition for a new election until 90 days before the ILA contract expires at the end of next summer. However, preparations for a new election would get underway well before the time came to petition for a vote, sometime in June, 1956.

The IBL is assured the full support of the AFL Maritime Trades Department, representing both seagoing and shoreside unions in the industry. The SIU is a member of the department.

New Lifeboatmen—Via SIU Training School



Ready to ship after completing lifeboatman's courses at the SIU's Andrew Furuseth Training School in Mobile, Seafarers Tony Pisano, George W. Trippe, Jr., and E. B. Neeley (l-r) receive job assignments from Robert Jordan, dispatcher. Looking on (in background) is veteran SIU bosun Jack Parker, a member of the staff of the school operated by the SIU Welfare Plan to train new men and to aid experienced seamen in upgrading their ratings.

ILA Ends Tie-Up; Dock Vote Ahead

Active planning for a new waterfront election in the Port of New York is underway, the AFL International Brotherhood of Longshoremen announced, as the harbor was again thrown into turmoil by an ILA shutdown which lasted one week.

The ILA strike was not a bread and butter issue against the employers, but was seen as a political squeeze play on the New York-New Jersey Waterfront Commission. The AFL-IBL is convinced that the only way to get rid of the commission is by establishment of a clean, democratic longshore union.

The Waterfront Commission itself is the product of years of ILA racketeering in the harbor. It was established after public hearings showed the extent to which ILA leaders throughout the harbor participated in extortion, usury, shakedowns and kickbacks from

working longshoremen and controlled them by reign of terror methods. The Commission then, is the child of ILA manipulations in the harbor.

Subsequently, the AFL acted to oust the ILA and to charter a new union, the IBL, to bring trade unionism to longshore workers.

Dissatisfaction Grows

In announcing its intention to go for a new election, the IBL pointed to growing dissatisfaction among longshoremen as a result of constantly-worsening working conditions and denial of trade union rights to the men.

The volume of longshoremen's complaints has been on the rise

because of speed-ups, overloaded slings, unsafe conditions on the piers, lack of any kind of job security and complete lack of representation on grievances.

Since the ILA squeaked through to victory in a National Labor Re-

An example of the denial of union democracy to longshoremen is shown in the story appearing on page seven of this issue.

lations Board election in May, 1954, ILA supporters have been waiting for the leadership to make good on promises of better conditions on the piers, an end to racketeering and establishment of union democracy in ILA locals. Instead, conditions have reverted to what they were before the IBL

'Districts' Report Shows Ship Inspection Loopholes

A casual scanning of the recent Coast Guard report on the Southern Districts disaster and the Coast Guard's inspection regulations would give the impression that a US flag ship is the most inspected collection of equipment on the face of the earth. Closer examination, however, reveals two startling discrepancies between inspections as they exist on paper and actual practice.

For one thing, as testimony showed at the hearing in the Southern Districts disaster, it seems to be permissible for an inspector to give the engine room an okay without even going down the ladder. The hearings also showed the trust placed by the Coast Guard in the American Bureau of Shipping, a private shipowner-supported agency which has no official Government status. As far as the Coast Guard is concerned, ABS surveyor's reports are

accepted as infallible with nary a second look.

The hearings further revealed the existence of an agreement between ABS and the Southern Steamship Company permitting the company to get by with patched bottom plating on the ship instead of undergoing expensive repairs. The agreement was approved by the Coast Guard in violation of its own orders, apparently on the grounds that "if it's okay with ABS it's okay with us."

Held In Reverence

No one in the maritime industry denies the value of work done by ABS in setting safety standards for US ships. But the almost reverential attitude of the Coast Guard toward any report with an ABS stamp on it in effect buck-passes the responsibility for proper inspections from the Coast Guard to a private shipowner-supported agency.

Several exchanges in the Coast Guard hearing were revealing on this score. When an attorney representing the family of a deceased Seafarer attempted to question an ABS representative as to the thoroughness of that organization's inspection of Southern Districts, the presiding Coast Guard officer was shocked, and intervened on the grounds that the questioning was improper. "Are you attacking the American Bureau of Shipping," he asked in a tone indicating the attorney was being presumptuous.

'Bureau Doesn't Err'

Another attorney then asked the ABS man if it accepts the certifications of its surveyors at face value.

"Yes," the ABS man replied. "Then you don't recognize that

human beings can make mistakes?" "Not in the examination of ships," was the reply.

The presiding Coast Guard officer again intervened to stop the questioning as reflecting on the "integrity of the Bureau."

Subsequently other witnesses from the Coast Guard itself agreed that the Coast Guard accepts ABS certificate without question as evidence of a vessel's seaworthiness.

Other testimony revealed more of the divided responsibility and authority in the present inspection set-up. Several inspectors from insurance agencies and other sources were in direct contradiction with each other as to the condition of the hull, weather conditions at time of loading and other items. When the ship loaded at Port Sulphur, La., an inspector spent an hour on the ship at night. Part of the time was spent eating dinner with the captain and the remainder inspecting the holds with the aid of a cluster of lights held by the mates. On the basis of this once-over he maintained the ship was seaworthy.

Another inspector, this one a Coast Guard representative "checked" the engine room by asking the chief engineer over a cup of coffee how things were below.

Between the Coast Guard, the Federal Communications Commission, the ABS, the National Cargo Bureau, the insurance companies and other agencies one would think a ship would get a thorough inspection. But this division of function and the abandonment of primary responsibility by the Coast Guard would seem to nullify the very purpose of an inspection system; to maintain a seaworthy ship.

SIU Welfare Speeds Recovery



Home from a 15-day stay in a Mobile hospital that followed major surgery, Mrs. M. J. Oswald, wife of Seafarer "Dutch" Oswald, appears to be on the way to complete recovery and happy to be reunited with her husband. Oswald was one of the first in Mobile to receive cash assistance under the new schedules of hospital and surgical benefits provided by the Welfare Plan.

Frisco Job Boom Dips

SAN FRANCISCO — The boom is definitely on the wane out here as for the second two week period in a row the port has had slow shipping and more of the same is expected in the future. Activity was limited to one payoff and sign-on plus seven in-transits.

Further, port agent Leon "Blondie" Johnson warned, there are no payoffs in sight for the next two weeks, although on the West Coast ships have a habit of popping up when least expected.

San Francisco has been a hot port for so many months now that a downturn was bound to come along. However, there are still not too many men with A and B seniority here.

Seattle Boom Stumbles

SEATTLE—The "bottom" fell out of shipping here during the last two weeks, but they're going to glue it back on in proper fashion in the current period.

Slumped to the lowest point it's reached in several months, shipping took an unexpected nosedive for two weeks with only one payoff and sign-on, the Barbara Frietchie (Liberty Navigation), plus five assorted in-transits.

The present two-week period, however, is expected to see the port rebound quickly, with eight payoffs scheduled plus the usual

run of ships that call there regularly.

This pleasant prospect is due to be provided by an array including the Jean LaFitte, Young American and Kyska (Waterman); Longview Victory and Coeur d'Alene Victory (Victory Carriers); Marie Hamil (Bloomfield); George A. Lawson (Pan Oceanic), and Ocean Joyce (Ocean Trans).

Shipping Round-Up & Forecast

August 24 Through Sept. 6

Port	Registered						Shipped															
	Deck A	Deck B	Eng.	Eng. A	Stew.	Total	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C	Total A	Total B	Total C	Total Ship.			
Boston	10	5	4	1	5	2	19	8	27	71	16	6	56	35	10	43	10	7	170	61	23	254
New York	83	29	68	25	72	21	223	75	298	32	15	3	18	14	4	13	7	5	63	36	72	111
Philadelphia	31	9	22	14	16	5	69	28	97	64	22	1	43	28	5	44	17	0	151	67	6	224
Baltimore	51	30	50	27	48	14	149	71	220	14	11	16	11	7	10	9	4	12	34	22	38	94
Norfolk	18	22	10	13	15	9	43	44	87	15	3	3	11	4	1	3	6	2	25	15	6	46
Savannah	13	3	13	6	4	9	30	10	48	3	2	0	2	1	1	5	4	0	10	7	1	18
Miami	5	6	3	1	41	15	49	22	71	3	0	0	2	2	0	1	1	0	6	3	0	9
Tampa	7	0	0	4	5	4	12	8	20	24	3	1	14	7	5	9	4	2	47	14	8	69
Mobile	36	6	23	11	11	6	70	23	93	45	15	9	23	20	5	25	21	5	93	56	19	168
New Orleans	55	7	36	18	42	8	133	33	166	11	13	1	4	6	3	2	5	1	17	24	5	46
Lake Charles	13	8	4	9	3	2	20	19	39	9	4	0	7	5	1	3	1	0	19	10	1	30
Houston	12	5	8	9	8	9	28	23	51	6	3	0	2	3	2	1	2	0	9	8	2	19
Wilmington	9	2	2	4	4	1	15	7	22	14	5	4	17	7	1	12	8	1	43	20	6	69
San Francisco	14	6	11	8	7	9	32	33	55	3	2	0	5	2	0	3	3	0	11	7	0	18
Seattle	15	9	11	6	8	15	34	30	64	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C	Total A	Total B	Total C	Total Ship.
TOTALS	372	147	265	156	297	129	926	432	1358	311	117	45	217	143	49	173	96	36	701	356	130	1187

The overall picture of shipping in the Atlantic and Gulf District showed another general decline during the past two weeks, as the number of men registered remained pegged about the same as the previous period, but shipping itself dipped a little further.

Total number of men dispatched to jobs was 1187; registration was 1358.

The shipping barometer, however, indicated a probable rise soon with some branches reporting increased activity due in the coming two weeks. Thus, the present situation appears to be only temporary, as business continues to level off from the heavy shipping brought on by the summer vacation period just ended.

Statistically, class A and class B resumed their near-two to one relationship, as a "slump" showed up in class C this time. The decline in class C shipping remains in direct proportion to the general dip in shipping for all seniority groups. The

presence of available manpower in classes A and B, in ports where they were needed, spelled out the drop for class C, which has no seniority in the SIU. Of the total, class A remained the same as the last period, at 60 percent, and class B climbed again to nearly 30 percent. The rest was accounted for by class C, which experienced the only drop.

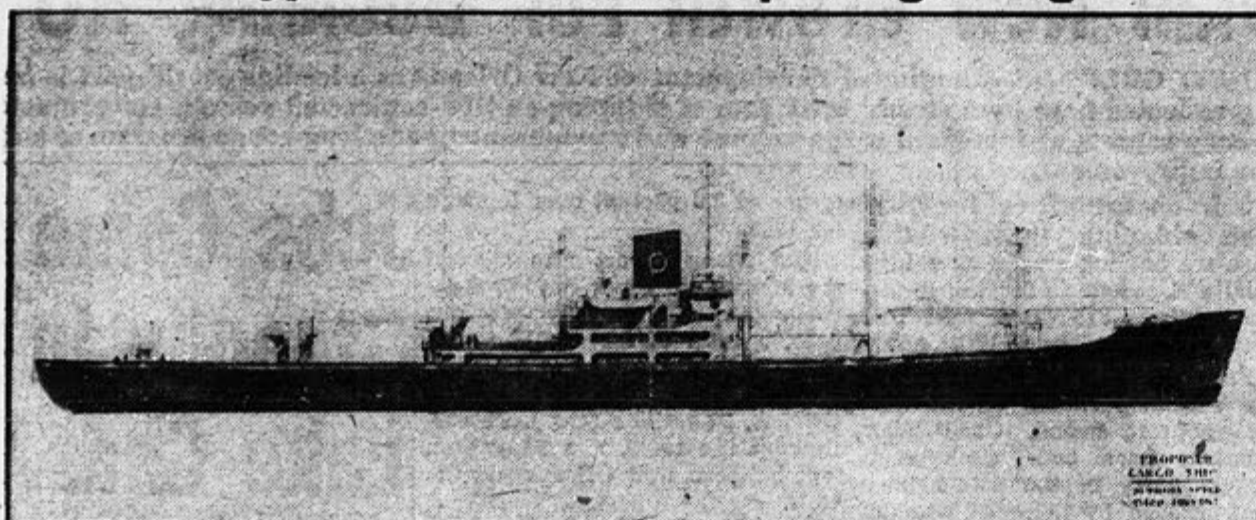
Port by port, the figures showed a shipping rise in four ports, Philadelphia, Baltimore, Norfolk and Savannah, a dip in six others and five remaining the same. West Coast shipping continued to shrivel up, as Seattle, which has been really kept jumping for many months, reported almost no activity worth mentioning. Wilmington had already gone from bad to worse and San Francisco stayed about the same.

The following is the forecast, port by port:

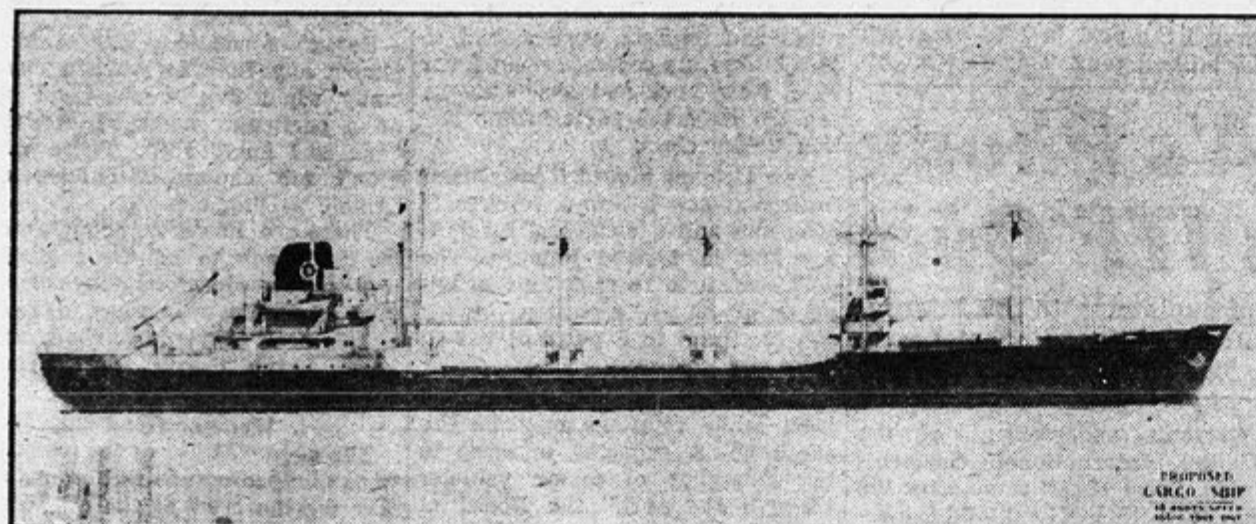
BOSTON: Very slow; Cities Service tankers

long overdue. . . . **NEW YORK:** Boom appears to be ended as of now. . . . **PHILADELPHIA:** Very good one week; slow the next. . . . **BALTIMORE:** Pepped up again after a slight dip. . . . **NORFOLK:** Good now and will continue. Blue Jay run may be over, but coal is now moving out. . . . **SAVANNAH:** About the same as before; very little change. . . . **MIAMI:** Florida's transfer puts whole crew on beach; Registration up, particularly in steward department. . . . **TAMPA:** Still slow; little in sight. . . . **MOBILE:** Slow and should decline a bit more yet. . . . **NEW ORLEANS:** Shipping stays the same. . . . **LAKE CHARLES:** Keeps shipping same amount steadily. . . . **HOUSTON:** Still nothing in sight for this port. . . . **WILMINGTON:** Has quieted down completely. . . . **SAN FRANCISCO:** Feels same decline as other West Coast ports. . . . **SEATTLE:** Slowest it's been in several months. Next period should turn the other way, with eight payoffs due.

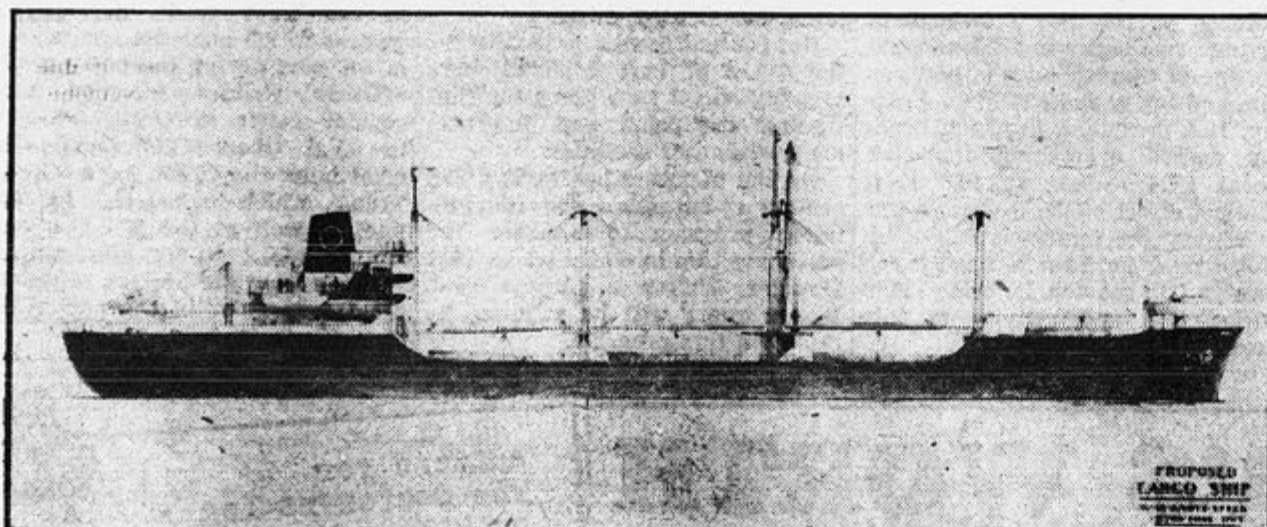
Prototypes In Gov't New Ship Design Program



Designed to replace outmoded C-type ships with vessels of greater speed, more stowage space and easy cargo-handling, Maritime Administration's new cargo carriers include Seafarer Class of 13,400 tons and 18-knot speed, which would replace existing C-3s and C-4s.



"Clipper" class ships would replace present C-2s with vessels of 10,800 tons and 18-knot speed. Vessels would be 460' long, with 28' draft and would be suitable for same general service now operated by US-flag C-2s in foreign and domestic trades.



Third type of several proposed modern ships of the future is Freedom Class of approximately 8,500 deadweight tons. These ships would be designed to do 16-18 knots and would replace present C-1Bs. They would be 417' long and have draft of 26.5'.

NY Still Has Plenty Of Jobs

NEW YORK—Shipping has finally slacked off here, following a summer of record activity in which same-day shipping ceased being a novelty. The lull will give harried headquarters dispatchers a chance to catch their breath for the first time since the end of June.

Tampa Lauds Hospital Plan

TAMPA—Several Seafarers in this port have collected benefits under the SIU's family medical and surgical plan. All reports are that the plan has been of considerable help and is welcomed by the membership accordingly.

The shipping picture was not too exciting for the past two weeks with eight in-transits supplying all of the business. But port agent Tom Banning is optimistic about the future with more action expected in the coming period.

Rated men, however, can still ship out in a few days, Claude Simmons, SIU assistant secretary-treasurer, reported. He cited the case of a wiper on the Chickasaw who came in a few days ago, registered and then shipped back aboard as a fireman the same day.

Thus, Seafarers who are looking to ship right away can still make their way without too much trouble, he said.

The drop in shipping was not attributed to any special cause, Simmons explained, but could likely be due in part to the end of the vacation season when less men are coming off ships for a stay ashore with their families or friends.

Lay-Up

Adding to the clouded future shipping picture is the lay-up of one tanker, the Queenston Heights, for a few weeks, and the sale of another, the Julesburg, to a non-SIU company.

He noted that the temporary

pinch would be considerably more severe if the Union had not been able to sign up several new companies in recent months to swell the number of available jobs. The organization of new companies under SIU contract still remains a primary target for headquarters officials and the SIU Organizing Department.

In connection with the new companies, Simmons pointed to the added importance of avoiding all performing on SIU-contracted vessels at all times. The presence of performers on a vessel will never contribute to a satisfactory relationship for all parties, and keeps operations from running as smoothly as they should, he declared.

The performers themselves only wind up losing their papers and their right to continue sailing and earning their livelihood, he added, citing the stepped-up practice of close log book inspections followed by the Coast Guard these days.

Stewards, SIU Meet To Prepare Master Rulebook

Formal meetings between SIU stewards and headquarters officials designed to hammer out a master set of working rules for galley and messroom operations got underway this week.

The first such gathering, which convened this past Wednesday, Sept. 14, provided the occasion for some 30 SIU chief stewards and chief cooks to match experiences and air mutual problems regarding shipboard feeding and storing. Details of the meeting were set in motion by SIU Assistant Secretary-Treasurer Ed Moonney, representing the steward department.

Principal aim of the meetings is to sift the details of steward department operation and come up with a uniform set of rules which can serve as a guidebook for all galley personnel.

In this way, storing, cooking and serving can be standardized throughout the SIU-contracted fleet in line with "new" feeding program instituted by the Union for the first time on Bull Line vessels last year.

The new method of feeding and serving has since been extended to Alcoa and Waterman ships, under the supervision of veteran SIU stewards who circulate each company's ships to introduce and explain the system.

Well Received

Well-received on virtually all ships operating under the new system, the Union-sponsored revised feeding program is based on in-

dividual "to order" food preparation and service for making meals more attractive and eliminating waste.

The Union and representative cooks and stewards consulted on the program jointly agree that although SIU ships have always been good feeders, a new approach to shipboard meals could make that impression even more emphatic. Seafarers Cliff Wilson and Phil Reyes, SIU stewards who have been introducing the new program in the Alcoa and Waterman fleets, were on hand to report on the results. Louis Gellnitz, who pioneered the program on Bull Line ships, was unable to attend due to illness.

Customs And Practices

The first meeting of stewards, both oldtimers and newcomers, established the fact that there is always room for improvement in feeding aboard ship and making it more palatable.

Discussion emphasized the point that although food preparation and storing of ships is a primary responsibility of the steward aboard the ship, he cannot go it alone quite often because company practices and feeding customs vary from ship to ship.

Subjects dealt with also concerned revision of some steward department working rules as well as the still-present need aboard some ships for efficient "deep freeze" equipment to permit more extensive use of frozen fruits and vegetables, and the question of what constitutes minimum or necessary stores for a given ship. Also considered were ways and means for drawing up lists of reputable ship chandlers and food supply houses in offshore ports, so that missing stores can be ordered without delay in those areas.

The meetings, which are being held both mornings and afternoons, were due to continue today.

P&O Cruise Ships Dump US Registry

MIAMI—A few hours after it had paid off the SIU crew, the P&O Steamship Company transferred the passenger ship Florida and her sister ship, the Cuba, to the Liberian flag. As a result of the free-wheeling policy permitted by the Maritime Administration, not a single cruise ship operating out of Florida remains under the American flag.

The Florida had operated for many years on the Miami to Havana run and P&O was one of the first companies organized by the SIU when it was founded. Many of the crewmembers had been with the SIU since its earliest days.

In recent years, the passenger ship run from Florida to Cuba and other Caribbean islands has been invaded by an increasing number of runaway-flag operators under the benevolent eye of the Maritime Administration. Ships put on this run included the former SIU-manned Yarmouth of Eastern Steamship Company.

Gov't Says Okay

With everyone else turning Liberian, P&O said "me too" and won approval of the Maritime Administration to complete the transfer of its two ships.

The Cuba, formerly the Denali of the Alaska Steamship Company, had been placed on a Tampa-Key West-Havana run just this past winter.

Calif. AFL Backs SUP On Bonner

SAN DIEGO—Delegates to the California State Federation of Labor last week wholeheartedly approved a resolution assailing proposals for Government regulation of collective bargaining in maritime. The delegates adopted a proposal submitted by the Sailors Union of the Pacific severely critical of any limitations on the rights of sea unions to strike and freely negotiate their own contracts.

The resolution was aimed at the controversial Bonner proposals, put forth by Rep. Herbert Bonner, chairman of the House Merchant Marine Committee. The proposals would establish a new Federal agency with broad powers to interfere with collective bargaining in maritime and to pass on contract provisions.

LET 'EM KNOW!
Write TO THE LOG

Mobile 'Rec' Lounge Due For Completion

MOBILE—The last step in the renovation of the Mobile hall is nearing completion here as work is going ahead rapidly on a lounge in the lowest deck of the hall. Members here are looking forward eagerly toward the wind-up of the job as the lounge will have television, recreational facilities and service facilities for meals and soft drinks. It will also have plenty of comfortable chairs and sofas and is expected to become a social center for Seafarers and their families here.

Also being installed in the hall is a complete burglar alarm system. Port agent Cal Tanner expects the alarm system to prevent repetition of a recent burglary of the hall in which 40 vacation checks were stolen. Most of the checks have been recovered and the lost

ones have been reissued by the Seafarers Vacation Plan.

Shipping has not been exciting in the port over the past two-week period, Tanner said, but men are still shipping without any trouble as testified by the fact that several C seniority ratings got out in the past two week period. Six payoffs and sign ons, and one in transit ship summed up the port's business. As usual, relief jobs around the harbor helped pick up the slack.

Tanner expects the next two weeks to be considerably improved with a dozen ships scheduled.

Plan New Growth For Booming NO

NEW ORLEANS—Continued development of New Orleans as a leading world port is being reflected here by a steady brisk rate of shipping on SIU-contracted vessels, Government agency reports of increased cargo volume and announcement of a long-range program of harbor improvements.

Job opportunities for SIU men shipping through this port are holding steady at a high level and prospects for the immediate future are good, said SIU Port Agent Lindsey J. Williams.

From a long-range point of view, the economic future of the port also appears sound. Good labor relations have been cited as a major factor in the sound position enjoyed by the port with no sudden upsets to harass shippers.

Tonnage Grows

Statistics recently announced by the Army Engineers showed that waterborne tonnage handled through the port in 1954 exceeded 40.5 million tons. This was an in-

crease of 2.2 percent over tonnage for 1953.

The Army report also showed the Mississippi River carried more commerce than in any previous year, a total of 82.4 million tons between Minneapolis and the Gulf. Between Baton Rouge and New Orleans, 37 million tons were carried on the river, and 54 million tons between New Orleans and the Gulf.

Number Two Port

In dollar value of all foreign trade, the port continued to rank second in the US, according to the New Orleans Board of Port Commissioners. During 1954, exports and imports were valued at \$1.5 billion, up seven percent from 1953. New York and New Orleans are the only US ports in the billion dollar class.

New Orleans moved from second to first among US ports in exports of cotton and agricultural machinery and in banana imports. The port continued to rank first in imports of sugar, molasses, burlap and sisal and in exports of wheat, flour and soybeans.

"Favorable freight rates and good labor relations may be the cause of an expected increase in the shipment of motor vehicles through the port," the Board of Port Commissioners reported.

Automobile shipments were stimulated recently by the diversion of Kaiser-Willys vehicles from the Port of New York to New Orleans for foreign shipment.

Not content to rest on its laurels, the Board of Port Commissioners is going ahead with plans for continuing expansion and improvement of harbor facilities.

On the planning boards is a \$65 million construction and rehabilitation program to enhance the port's position in world trade, Port Director Walter J. Amoss said. Eleven years will be required to complete this program.

Jobs Come Steadily In Lake Chas.

LAKE CHARLES — Jobs are still going begging down in this hot corner of the Gulf, which has continued to ride along at the same comfortable level of shipping all summer.

Seafarers can ship out of here almost any time they want, especially when they're not dead set on a particular berth aboard the "one and only" ship. Those who aren't too choosy will have no trouble getting out.

There are, however, enough men on the beach to handle anything that comes along in the normal turn of events, so a mass invasion of this area won't do anybody any good, Leroy Clarke, port agent, commented.

Weather Good

The good weather of the past two weeks helped assure a comfortable stay for the crew of the Chiwawa, which spent five days here because the refinery couldn't turn out the cargo she required. None of the crew seemed to mind the "inconvenience." The Chiwawa was one of the eight Cities Service oil wagons which made an appearance in the port during the past period.

Other visitors included that regular caller in Orange, Texas, the Val Chem (Valentine), and right here, the Ocean Nora (Ocean Trans), which loaded rice for Japan, as well as the Del Oro and Del Mundo, both for Mississippi.

Aside from the healthy shipping, all else is quiet in the port right now, Clarke noted.

Curran Support To ILA's Phony Seamen's Union Faces ITF Quiz

Two NMU officials have been assigned the embarrassing task of explaining to the International Transportworkers Federation just why NMU president Joseph Curran wholeheartedly endorsed the ILA's phony seamen's union a short time ago. The NMU was recently admitted to ITF and will send its

delegation of two to a conference of the ITF Seafarers Section in Ostend, Belgium, October 3 and 4.

By giving its approval to the ILA crimp rig, the NMU put itself in the position of endorsing an outfit which was exploiting foreign seamen of many countries who

work on runaway flag ships operating out of New York. ILA operations in this field ran directly counter to the efforts of the ITF Special Seafarer's Section, and the ITF office in New York reported many complaints from seamen who had been shakedown for dues and assessments on the promise of action that was never forthcoming.

ITF Expands Drive

This past June, the ITF announced it was expanding its activity in the runaway-flag field and was opening an organizing office for that purpose. The ITF campaign received the full support of the last SIU of NA convention which denounced the ILA's activities as hampering ITF progress. The SIU has been a member of ITF for many years.

Curran's endorsement of the "United International Seamen's Union, Local 1824," came after the SEAFARERS LOG exposed the so-called "union" as a crimp operation whose top officer boasted that he would raid ships of all nations with the help of the ILA.

Curran immediately came to the defense of the ILA's operations, giving prominence to a friendly exchange of correspondence between him and tug captain William Bradley, ILA president, in which Bradley denied everything that the Local 1824 spokesman had said. The net effect of the exchange was to convey the impression that the ILA would perform a service for foreign flag seamen, ignoring ITF's jurisdiction and activity in this area.



YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

Written for
The Seafarers Log
by Sidney Margolius,
leading expert on buying

Beware The Merchants Of Debt

One shake of the economic tree and a lot of families now carrying a record-high load of installment debt are going to be in trouble. In fact, business-commentator Elmer Roessner reports that the American Collectors Association finds the number of bills turned over to its members for collection has jumped ten per cent this year, and that bills are getting harder to collect.

Conservative bankers consider it risky for a family to assume a total installment of more than ten per cent of its income. But one survey indicates that over 13 million families now are paying out more than ten per cent of their income in installment payments, and over half of these (about 7½ million) are making payments totaling 20 to 40 per cent of income. A leading debt pooling service reports that 90 per cent of its accounts, who are people in serious financial trouble, are paying on cars and TV sets.

Look For Assistance

Often the man or family that has gotten over its head in debt needs some outside help in fending off its creditors, or at least it is often panicked into thinking it does. That's why debt-pooling services have gotten numerous recently. This department previously reported that such services operate under such titles as "budget consultants," "debt liquidators," "pro-raters," etc. They charge a fee of ten percent or more of your total debt, and try to solve your financial problems by arranging regular small payments with your creditors. That is, the more honest debt pooling services try to do this. There have been cases in which debt poolers collected fees with little result in reducing the clients debt load or staving off creditors' demands.

With so many families heavily in debt, debt-pooling services are spreading fast. Now one of the largest of

such outfits, operating out of New York, has announced it is opening 18 additional offices in various large industrial cities such as Chicago, Detroit, Philadelphia, Troy, NY, Passaic and Paterson, NJ, and others.

Resist Barrage Of Ads

This department previously advised that families in debt avoid the debt-pooling services heavily advertised over the air and in newspapers, and instead make their own arrangements to quiet the threats of creditors, and if necessary, use the help of the bankruptcy courts to compel creditors to accept extended payments.

One of the older and apparently more reputable debt poolers has challenged these recommendations, and states that his firm has been able to help some 1500 families in its four years of existence. C. V. Neal, Jr., of the Credit Management Co. of Des Moines, Iowa, charges that much of the criticism of the debt poolers is inspired by small loan companies (who themselves promote "consolidation loans" to pay off debtors at higher rates than even the debt poolers charge. Mr. Neal further declares that a debt poolers' fee of ten per cent of the total debts is cheaper than a credit union's interest charge of 10 or 12 per cent a year.

Even though Mr. Neal may sincerely try to extricate debtors by putting them on a minimum budget and devoting their remaining income to paying the creditors, this department again says stay away from debt poolers as well as loan companies promoting a debt consolidation loan.

Here's why:

—Credit union rates are not higher than the debt pooling fees. They're lower. A debt pooler's ten percent fee on a total debt of \$1000 is \$100. Most credit unions charge \$50 or \$60 interest on a \$1000 loan repaid within 12 months, and some as little as \$30.

Most of the people in debt to the point where they seek a debt-pooling service are buying cars or television sets. In some cases the debt pooler tries to return this merchandise to the creditor, with the debtor agreeing to pay an additional sum if the creditor suffers any loss on the returned merchandise. This way a deficiency judgment against the debtor is avoided. But if a debtor must give up his car or other merchandise, he should first see what he can get for it on a private sale or turn the car over to someone else who will assume the rest of the debt, rather than return it and pay an additional sum to the dealer.

Mr. Neal's company says it avoids asking small-loan companies to reduce interest fees except when they were taking too much of the debtor's income due to the large number of loans. "Loan companies are entitled to their profit as much as any other merchant." Well, that's just where an aggressive credit-union committee or welfare or other community organization would make its first attempt to get a family out of trouble. Melvin Sherman, a long-time worker in Eastern credit unions, says that many times a committee would go to the loan companies and installment dealers—the merchants of debt—and induce them to reduce the amount of a debt by arguing that the lender or merchant was initially responsible because it overloaded the family with debt.

You'll buy more cars and TV sets in the long run by getting on a cash basis in your buying, and avoiding the 18-42 per cent interest rates of loan companies and some installment dealers, and the debt poolers' fees. But if you're already mired in debt, set up your own budget of minimum living expenses, as the debt poolers do, pay off your creditors with the remaining income, and call on your own community organizations for help if necessary. You don't have to pay a fee for a social service worker's assistance.

COEUR D'ALENE-VICTORY (Victory Carriers), July 4—Chairman, W. Zaleski; Secretary, H. Sejak. Discussion on keeping all Korean checkers from doing their paper work in the midship house. A vote of thanks went to the negotiating committee for the progress gained for seafarers and their families. A fan should be installed in the laundry room. The steward recommended that all personal laundry be given to him so that a reliable laundry can take care of cleaning same.

OCEAN ULLA (Maritime Overseas), July 4—Chairman, D. Piccerilli; Secretary, J. V. Dolan. Discussion by the ship's delegate about the unsafe conditions out on deck. The gear is fairly rotten and there is no catwalk across lumber fore and aft. There is nothing in the slop chest but cigarettes. The captain said no fresh milk in

Digest of ships' Meetings

Panama; will check with patrolman on same.

DEL SUD (Mississippi), June 25—Chairman, T. Metting; Secretary, W. Perkins. Brother Joe Collins reported everything running smoothly and asked for full cooperation in making a good impression on the ministers aboard that are attending the Catholic Congress in Rio de Janeiro. Brother Perkins asked that more effort be made to increase the Del Sud picnic fund in order to have a bigger and better picnic this year. Motion made and carried to commend headquarters for the fine job they are doing in protecting our Union. All members are requested to stay out of the crew pantry during meal hours.

DEL MAR (Mississippi), July 4—Chairman, E. Caudill; Secretary, H. Ellis. At deck department meeting a vote of thanks was given to the deck messman. Requested that ship's delegate see the patrolman in New Orleans about passing doctor and signing on the same day. All men were asked to fill out welfare cards and send same to headquarters. All voted to give \$40 for the ship's library.

DEL MUNDO (Mississippi), June 25—Chairman, I. Brown; Secretary, J. Picou. Brother Joseph Casem was elected ship's delegate by acclamation. Treasurer reported \$40 in the ship's fund. Suggestion made to go into the recreation hall for bull sessions. Brother Bailey said that he would repair washing machine for the good of the crew.

STEEL ARCHITECT (Isthmian), July 3—Chairman, W. Makin; Secretary, W. Knapp. Crew donated money and had flowers sent as one of our Union brothers on the ship lost his father while on this voyage. Members were requested to turn in all keys at the end of this trip. The steward department was given a vote of thanks for a fine job done. The captain and officers were also given a vote of thanks for their cooperation.

SUNION (Kea), June 19—Chairman, G. Sims; Secretary, E. Taylor. A new ship's delegate was elected. All the latest reports and communications were read and accepted by crew. General topics discussed.

ROBIN GOODFELLOW (Seas Shipping), June 19—Chairman, J. Lippincott; Secretary, W. Backley. Ship's delegate asked for repair lists to be given to the department delegates as soon as possible. All hands were asked to turn in all linen and cots before arriving in states.

MOBILIAN (Waterman), June 29—Chairman, Roberto Hannibal; Secretary, M. Eayers. Beef reported concerning fresh stores and milk. Steward said in some ports vegetables are unsanitary, and he will get fresh stores when he can. Ship's delegate will collect money from crew for expenses for mail during this trip.

VAL CHEM (Valentine), June 29—Chairman, J. Cheshire; Secretary, J. Jettette. Discussion with the steward about salads and water to be served at meals, whereby the steward promised his cooperation in the matter. Members were asked to be quiet below deck as men are sleeping.

ANGELINA (Bull), June 30—Chairman, J. Kain; Secretary, Warren Reed. Suggestion made that each delegate make a volunteer collection at payoff and turn in money to treasurer who will mail the balance due on TV to N. Y. Sea Chest. A lengthy discussion follows concerning the requirements for eligibility under the new and/or revised welfare program. Each delegate requested to turn in a repair list as soon as possible.

HASTINGS (Waterman), July 10—Chairman, G. Hansen; Secretary, R. Callahan. Motion made and carried to accept and concur with headquarters communications. Discussion held about moving hospital midships, to see patrolman. Messhall to be painted.

IBERVILLE (Pan Atlantic), No date—Chairman, Taylor; Secretary, R. Eckerl. Motion made and carried that recent headquarters communication be accepted and concurred.

JEAN LAFITE (Waterman), July 12—Chairman, T. Brancini; Secretary,

W. Lee. Ship's fund \$12.89. Motion made and carried to accept recent communication. Ship's delegate elected. Poor mail delivery in Far East.

JOHN C (Atlantic Carriers), July 13—Chairman, L. Paradise; Secretary, W. Clegg. All repairs taken care of at sea. Motion made and carried to accept headquarters communications. All hands to leave fo'c'sle clean. Captain and Chief Mate are two good guys to sail with.

ROBIN KETTERING (Seas Shipping), May 22—Chairman, H. Herkinhins; Secretary, R. Whitley. Men asked to wear at least a T-shirt in messhall during meal hours. Messmen will wear jackets at all times. All repairs have been made except painting and that will be done this trip. Treasurer reported \$32.64 on hand in the ship's fund.

June 19—Chairman, G. Schmidt; Secretary, R. Whitley. Discussion on food coming from the galley. Now that the ship has left the States the food is not prepared very well. Members asked to fill out welfare enrollment cards and turn same in to delegates.

MADAKET (Waterman), May 14—Chairman, J. Rose; Secretary, W. Busch. Ship's fund agreed to be taken up on 1st draw. A little more cooperation was asked for in keeping showers and passageways clean. All headquarters information posted. Repair list being taken care of satisfactorily.

BARBARA FRIETCHIE (Liberty Navigation), June 12—Chairman, C. DeMarco; Secretary, O. Payne. Much discussion about draws in foreign ports. The ship's delegate will ask the captain to give US currency where possible and the crew will accept travelers checks elsewhere. All hands asked to remove clothes from line below as soon as they are dry. Engine and deck departments to take turns cleaning laundry. Steward department will clean recreation room.

VENORE (Ore), July 3—Chairman, Nelson Norwood; Secretary, C. Rawlings. Request has been made at several meetings for a toaster for crews mess. The membership feels this should be brought to the attention of headquarters. New secretary reporter elected.

ALCOA CAVALIER (Alcoa), July 28—Chairman, E. Moyd; Secretary, G. Scott. Motion made and carried to accept and concur with headquarters communications. Discussion held on donations for sick brothers.

ALCOA PENNANT (Alcoa), July 24—Chairman, E. Kelly; Secretary, J. Olsen. One man miss ship in Mobile and one went to the hospital in San Juan. Few beefs. Steward and his department cooperating 100 percent. Engineers to pump water from domestic tanks to after peak in order to have cold water for showers. In order to eliminate too much heat in crews quarters starboard passageways connection and valves to be insulated. Chief cook and steward to work together to get meats to cook longer and cooperation requested from crew for messman while being served. Motion had been made to post all bulletins from headquarters. They were accepted and concurred. Discussion held on getting boiled ham aboard.

ALCOA PILGRIM (Alcoa), July 10—Chairman, none; Secretary, A. Scott. No beefs. Communications from headquarters read and accepted unanimously. Motion made and carried to get new washing machine and all repair lists to be turned into the patrolman. Poor grade of soap powder aboard. Vote of thanks to Steward.

ALCOA RANGER (Alcoa), July 23—Chairman, R. Stahl; Secretary, C. Scott. Ship to be fumigated again. Crew was urged to keep messhall clean. Motion made and carried to accept and concur communications from headquarters.

AMPAC NEVADA (Trans Oceanic Marine), July 13—Chairman, A. Brown; Secretary, D. Mease. No beefs. Motion made and carried to accept and concur with communications from headquarters. Ship's delegate elected. Ship's delegate to see captain about draws. Repair lists to be taken up by delegates and turned into department heads.

ARCHERS HOPE (Cities Service), July 17—Chairman, R. Kehrl; Secretary, C. Connors. Ship's delegate elected. Discussion on ships fund and new TV set to be purchased and new iron. Some small beefs. Communications from headquarters accepted and concurred. Crew mess refrigerator has been out of order and ship's delegate was instructed to see captain about it.

ARLYN (Bull), July 17—Chairman, A. Sacco; Secretary, M. Randon. One brother was ill and missed ship in Puerto Rico. Ship's delegate elected. Crew asked steward to prepare vegetables a little better and to switch night lunch.

BALTORE (Ore), July 21—Chairman, E. Lamb; Secretary, G. Williams. Ship's fund—\$13.11. Motion made and carried to accept and concur with communications from headquarters. Crew discussed keeping laundry clean.

DEL VALLE (Mississippi), July 9—Chairman, C. Murree; Secretary, H. Higginbotham. Ship's fund—\$29.63 in cash. No beefs. New washing machine needed, repair list to be turned in, suggested that ship's reporter write letter about library, and suggested that brother who missed ship not pay a fine.

Farm Group Wars On '50-50'

Renewal of the farm bloc attack on the "50-50" shipping law has been signaled by the powerful American Farm Bureau Federation in its publication "The Nation's Agriculture." An article in the magazine denounces "50-50" as causing the loss of foreign sales of agricultural surplus on the grounds that US flag shipping costs more than foreign shipping.

Supporters of "50-50" have pointed out several times that most agricultural surplus is being carried on regularly-scheduled liners operating under steamship conference rates, so that the only difference in costs would be in the small percentage carried by US tramp ships. Foreign aid cargoes are important to maintaining tramp ships in operation and American seamen working.

Since the Farm Bureau Federation is one of the most powerful of all farm organizations, its attack indicates that farm bloc Senators and Representatives will again team up with foreign shipping lobbyists and the State and Agriculture Departments in an attempt to repeal "50-50" as far as agricultural surplus is concerned.

Bills to that effect have already been introduced by Senators Clinton Anderson (Dem.-New Mexico) and Francis Case (Rep.-So. Dakota).

Defeated Before

Last July maritime unions and the industry crushed the farm bloc-foreign shipper combine by a 181 to 51 vote in the House of Representatives against a repeal measure. At that time Department of Agriculture spokesmen admitted in testimony before Congressional hearings that "50-50" would not add to the cost of surplus disposal to any great degree. It was estimated that the total additional cargo cost of this valuable assist to American shipping would run about \$2 million in a surplus disposal program involving hundreds of millions.

The major tactic employed by

the foreign shipowners' lobby was a threat by their home countries to boycott sales of US farm products if "50-50" was not repealed. This threat has been used to convince farm bloc spokesmen that

they could make big sales abroad if "50-50" was to vanish.

In actual fact trade authorities have pointed out that there will always be strong opposition abroad to sales of low-cost US surpluses.

Digging In At Clipper Party



Sampling some of the plentiful supply of food at a beach party for the passengers given by the SIU crew of the Alcoa Clipper in Porto Cabello, Venezuela, are (l-r) Capt. O'Keefe, skipper of the Alcoa Pegasus; Jimmy Monroe, Alcoa agent; Seafarer Cliff Wilson, SIU steward department representative, and Seafarer R. M. Roberts, Clipper steward.

ILA On Union Democracy

The active role played by Seafarers in aiding the AFL drive for a clean, democratic longshore union is a record of which the SIU is proud. A recent incident in the course of the ILA's latest political demonstration in New York harbor illustrates that the longshoremen's need for a democratic union is just as great as ever. (See cut.)

Since the ILA's narrow victory in the waterfront election of May, 1954, spokesmen for the ILA, shipping industry representatives friendly to it and paid publicists have attempted to create the impression that the ILA was reforming.

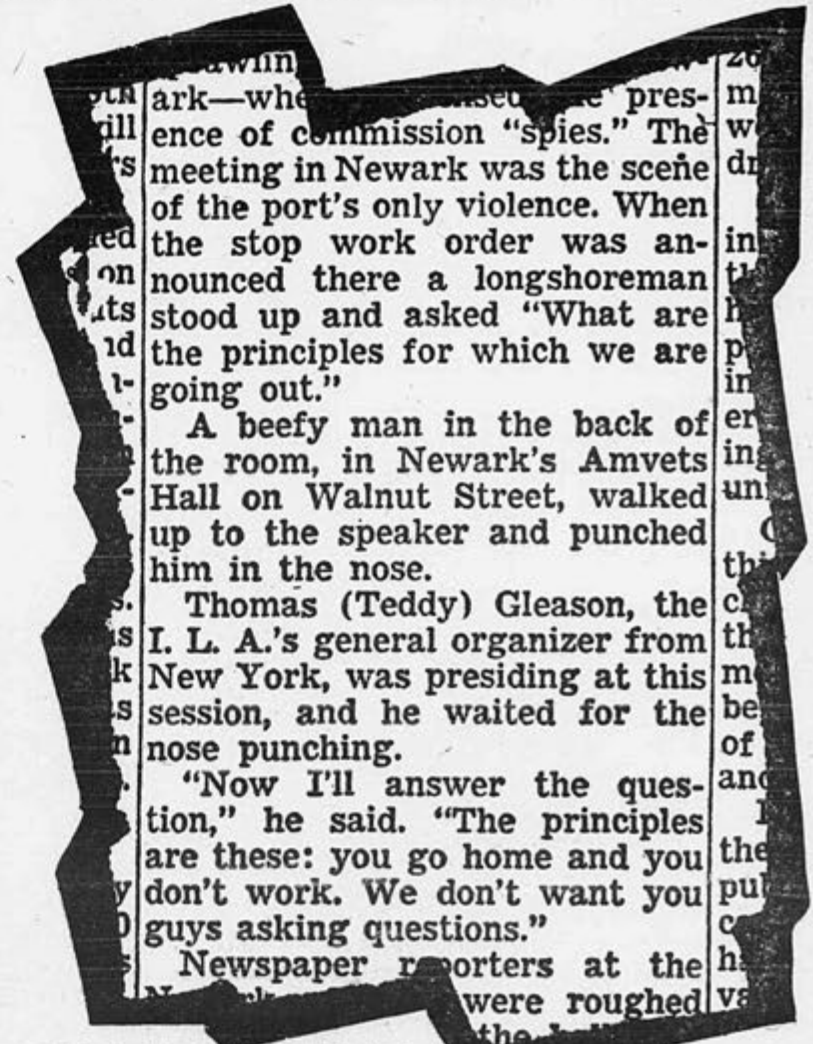
The illusion was carefully cultivated by ILA president Bradley and given substance by prominent individuals who associated with the ILA in an effort to give it a gloss of respectability.

True Nature Shown

However, the true nature and meaning of ILA was shown by Teddy Gleason, ILA general organizer, at a Newark meeting. The incident is fully described in the adjoining reproduction from the "New York Times." Gleason is not just another small fry ILA official, but one of the ILA's big three.

No matter how many showers of perfumed publicity the ILA dispenses, the fact remains that the ILA governs longshoremen by raw force and has not the slightest intention of loosening its dictatorial grip on dockworkers. In the light of that fact, it is a lot easier to understand the true nature of ILA-sponsored demonstrations and "voluntary walkouts."

On several occasions Seafarers have voted in membership meetings to continue the SIU's support of efforts by the International Brotherhood of Longshoremen, AFL, to bring genuine trade unionism to longshoremen.



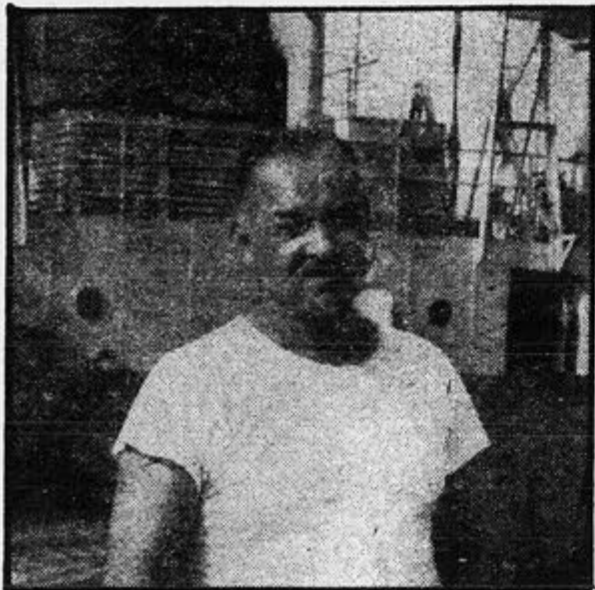
NEW YORK TIMES
SEPTEMBER 8, 1955



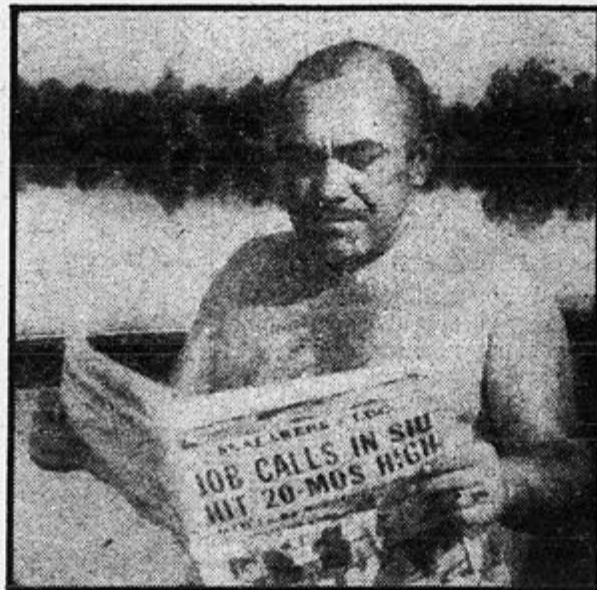
A DAY'S WORK

S.S. DOROTHY

Saturday is a day off for most workers ashore, but at sea or in port, even with a 40-hour week, ship's work goes on. Here, aboard Bull Line's Dorothy in port in Savannah, Seafarer Alex Benzuk, FWT, prepares to change a burner down in the engine room.



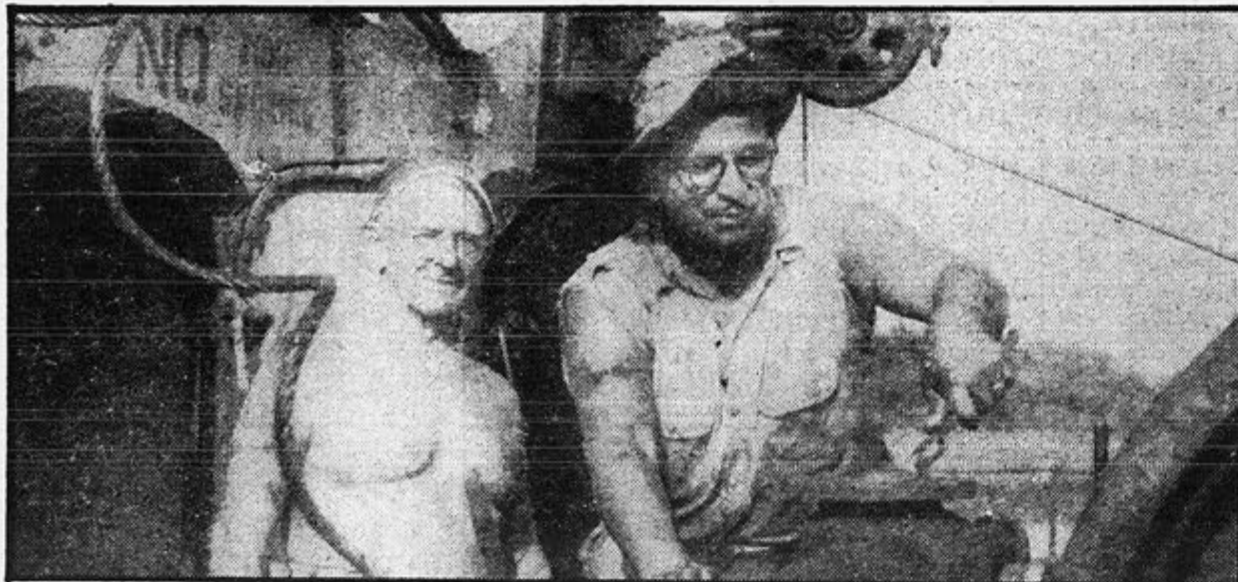
Taking a breather on deck, after doing a bit of sougeeing, Allan Lake, BR and ship's delegate, comes up for air before turning to again.



Catching up on the latest news via a recent copy of the SEAFARERS LOG, Ray Velasquez, FWT, concentrates hard on reading an item of interest.



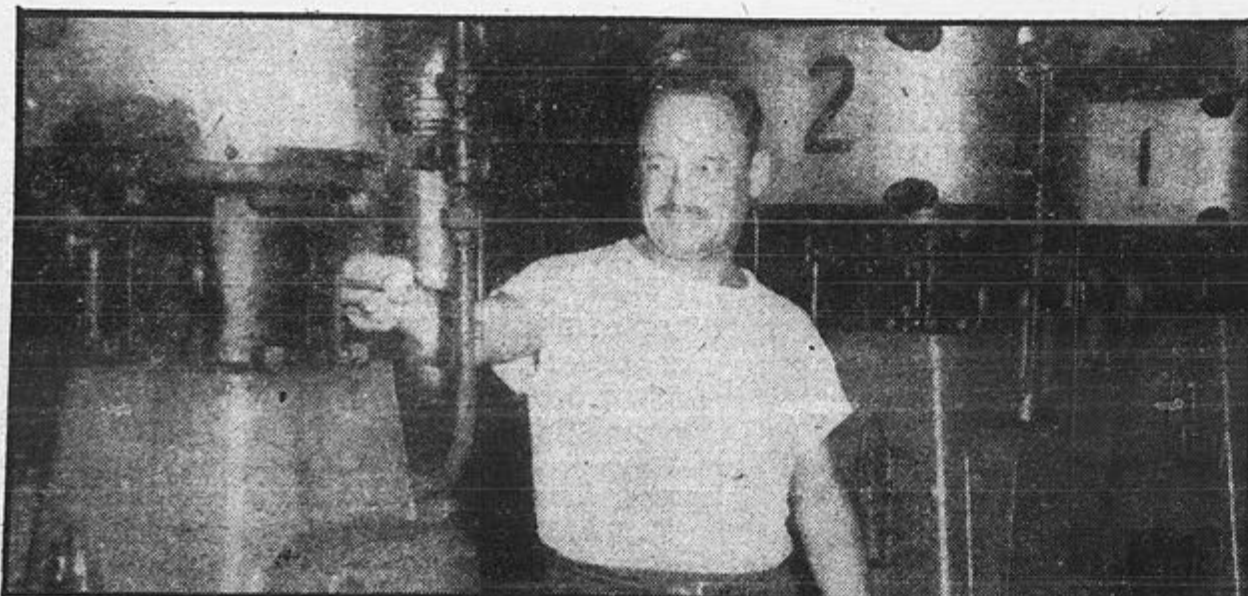
In the galley, Raphael Padilla, chief cook, tastes his latest creation for the hard-working Dorothy crew before proceeding further. He's a serious student of "gastrology," according to crewmembers.



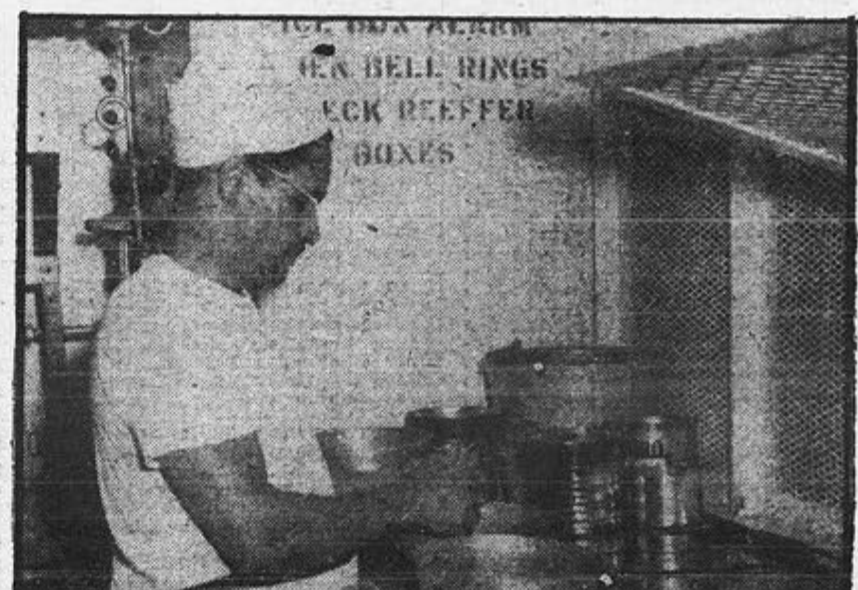
Busy on repair work, Fernando Vargas, deck engineer (right), and A. Malcolm, 2nd engineer, try to bring the cargo winch for No. 5 hold back up to snuff. The winch was damaged by longshoremen during loading operations. Repair and maintenance work goes on aboard ship all the time.



The deck delegate aboard the ship, Luis F. Rivera, AB, takes advantage of a little lull in activity on deck to relax at the gangway and try to stir up some cooling breezes to get his mind off the heat.

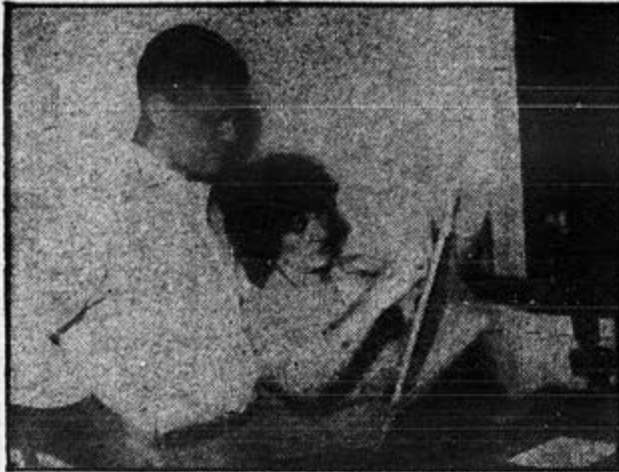


Just about to take over the 4 to 12 watch, Ralph Ramos, FWT, checks up on all the auxiliaries in the engine room before going to work. He's tightening up the steam gland on the generator engine here. It can get to be mighty hot down in that engine room, as every black gang veteran knows.



"Creamed carrots" is one of the vegetables of the day prepared by M. Velez, 3rd cook, who gives the vegetables a close onceover as they drop into the pot. New feeding program on this ship seems to be working out very well.

SIU Wife 'Pioneers' In RI



On visit to SIU headquarters in Brooklyn, Seafarer Newton Paine and his wife illustrate plans they've made for remodeling 230-year-old house (right) they own near Woonsocket, RI. Mrs. Paine has been rebuilding and remaking house from plumbing up during the past two years.

With the aid of an elderly handyman and an occasional boost from her Seafarer-husband when he is ashore, Mrs. Newton Paine of North Smithfield, Rhode Island, is completely remodeling their 230-year-old home. In a year and a half of rugged labor Mrs. Paine has repaired and re-furnished the

second floor of the 14-room building, installed modern plumbing and wiring and even replaced some of the original ponderous white oak beams.

The old house was originally the Stage Coach Inn, a major stop for travelers enroute from Providence to Worcester, Massachusetts, and Boston. It is located, fittingly enough, on the Providence Pike which was a main highroad in colonial times, and the cement hitching posts in front of the house are reminders of the days when stagecoaches stopped at its door.

At a casual glance, the slight-looking Seafarer's wife would appear to be more at home with knitting needles than two-by-fours. But she qualified for her unusual job after a rugged apprenticeship as an Israeli frontiersman.

Paine, who has been sailing SIU for many years, met his wife-to-be in Haifa three years ago. She had been born in Poland but lived 15 years in Israel, a good deal of the time on wilderness farm settlements where digging irrigation

ditches was a common way of passing the day.

The couple was married in Jerusalem and then came to the States.

When they got back to the States, Paine brought his bride to his Rhode Island home. "My aunt had picked up the place about 30 years ago," he said, "and my father had been living in it for the past 15 years. But he never felt like putting any money into the place because it was so old."

Mrs. Paine had different ideas. "When I was in the house the first day, I asked my father-in-law where the bathroom was. He said, 'outside'. The first thing that entered my mind was 'these crazy Americans!'"

The old outhouse subsequently went up in a bonfire to celebrate the completion of Mrs. Paine's plumbing project, and installation of an inside bathroom.

The inn, built in colonial days, presented quite a rebuilding problem. All the beams, floor-boards and other fittings had been hand-hewn in odd sizes and fastened

with hand-whittled wooden pegs. The oak is so hard that ordinary drill bits make no dents in its surface and it is almost impossible to drive nails. Sawing the wood is also out of the question and much of the work has to be done with hand punches, chisels and hardened drill bits.

"You have to have a world of patience to work with that stuff," Paine said. "It's easy to get exasperated because it is very difficult to penetrate the wood with anything."

One of their biggest problems was replacement of five beams, approximately eight-by-eights, which were supporting a corner of the ground floor. A leaky old hand water-pump had rotted the beams through the years, and when they were pulled out the old house sagged ten inches. The Paines had to jack the house up with 20-ton jacks and salvage replacement beams from the remains of another old building, since lumberyards could not supply them with hardwood beams of the proper dimensions. Despite the sag, Mrs. Paine's plaster job on the second floor walls held up.

The second floor of the house has now been completed and fully-furnished with carpets, curtains and all the fixings. Right now Mrs. Paine is ripping off the old shingles on the outside and replacing them with new clapboard.

Seafarers In Action

Those who read in the SEAFARERS LOG how Tommy Moore worked off 280 pounds from 427 down to 160, in the course of a long hospital siege, will be pleased to hear that he has successfully completed his first trip. Moore, who was in the Savannah hospital for four years, on and off, took the Southport as crew messman, and everything worked out fine. Tommy thanked the gang for the kindness and consideration they showed him on his return to sea.

The dredge Sandcaptain, hard at it down in Venezuela, finds a big morale-booster in the excellent chow put out by chief steward Jimmy Golder and his department. With many months still to go on its 18-month sign on and nothing but the same Venezuelan scenery day after day, food looms as an important item.

The Sandcaptain also reports that three of the crew have donated blood to Brother Joe Barron who is ill and hospitalized, with more Seafarers expected to help out. On the grievance side, ship's delegate Pete Cemashko is putting up a beef on behalf of the black gang to get proper ventilation in the engine room. Lack of adequate ventilation in the tropic heat has been a cause of extreme discomfort, and Cemashko

has the full support of his shipmates on this issue.

Golder, who sails regularly as steward, has been an SIU member since 1943, joining in Norfolk. He comes from Iowa originally. Cemashko is a New Yorker who joined the SIU in New York. He sails in the engine department.

Two Alcoa ships' crews swung into action in short order when shipmates of theirs ran into difficulties. On the Alcoa Corsair, one of the crewmembers was flown home sick from Cuba, and ship's delegate James Prestwood reported that \$141 was collected on behalf of the sick crewmember and sent to his wife to help soften the



Prestwood

impact of his illness. Other delegates on this Alcoa passenger ship are George Clarke, deck; Robert Kelley, engine, and Ed Kukar and Edison Walker, steward delegates.

The Alcoa Clipper, faced with a similar problem when an oldtimer was hospitalized for some time, collected \$431 for him and passed it on to help out, J. A. Rusheed, ship's secretary-reporter said.

Of course, all this is in addition to the regular SIU hospital and other welfare benefits. But even though the Welfare Plan takes care of cases such as these, Seafarers on these two ships and others still put out on their own to provide additional help for shipmates in trouble.

MAW Widens Drive In Chesapeake Bay

BALTIMORE—Organizers for the SIU-affiliated Marine Allied Workers here are meeting continued success in a campaign to bring excursion boats and other Chesapeake Bay craft under the MAW banner.

Following on their earlier triumphs in the Wilson Line and another smaller company, the MAW organizers are now preparing for probable National Labor Relations Board elections on ships operated by several more outfits.

Petitions have already been filed with the Labor Board for elections on these vessels, none of which are expected to provide too much opposition.

The MAW activity in this port is linked with the similar action taken in Philadelphia, where the union also won a contract covering the Wilson Line boats there.

Improved Shipping

On deep-sea matters, SIU Port Agent Earl Sheppard reported improved shipping during the last two weeks and forecast more of the same for the immediate future.

Both the Liberty Flag (Tramp Cargo) and the Flomar (Calmar) were due to crew up this week. Together with the regular callers at the port, they were expected to hold shipping near its present high level.

The statistics of the past two weeks totalled 12 payoffs, nine sign-ons and 19 ships in transit. They provided only routine beefs that were handled right on the ships with no trouble.

All is quiet on other fronts also. The political pot hasn't started to boil just yet and the labor front is quiet, with no major beefs for any local unions in sight.

Union Has Cable Address

Seafarers overseas who want to get in-touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

'Best Ever' Picnic Set By Del Sud

NEW ORLEANS—The annual SS Del Sud picnic, given here every year by crewmembers of the Mississippi passenger ship for SIU men, their families and friends, will be held September 24.

As usual, the picnic will be an all-day affair. Site of the big celebration will be shelter house No. 10 in Audubon Park.

The Del Sud at present is homeward bound from one of her regular cruises to Buenos Aires and intermediate South American ports. Arrangements for the picnic were carried on, however, through a series of messages from a committee on board to SIU shoreside representatives in this port.

Members of the Del Sud committee, including Steward Emil Herek, Bosun Louis O'Leary and Joseph Lae have sent word ahead of the ship that the crew intends to spare no expense to make this year's affair "bigger and better than ever." Already more than \$1,000 has been accumulated in the ship's fund.

Dancing And Contests

The picnic plans call for music for dancing to be provided by Val Barbara's band. Athletic contests, games and free rides in the big municipal park's amusement center are being arranged for the children of Seafarers.

Mounds of fried chicken, baked beans, potato salad, hot dogs and cookies will be provided to make certain that picnic-goers of all ages will be well-fed.

Ice cream and soft drinks in generous quantities will be handed out to the children and kegs of cold beer will be tapped to quench the thirst of the grownups.

Seafarers Pay Respects To A Shipmate



Part of the delegation of Seafarers who came from Manhattan Beach USPHS hospital to attend final rites for Seafarer James Lewis, a fellow TB patient, stand at graveside at Cypress Hills Cemetery, Brooklyn, to pay last respects. Pictured (l-r) are Claude Banks, John Driscoll, Frederick Landry, SIU Welfare Service Rep. Toby Flynn, Frank D. McGraw and Anthony Pinchook. Brother Lewis had been suffering from TB for many years and received SIU Welfare hospital benefit during his hospitalization. Union-conducted service was one of brother Lewis' last requests.

Ship Mysteries Still Puzzle To Sea Historians

The sea has inspired many strange tales . . . and all of them true.

Tales like that of the Marie Celeste, the ship that sailed without a crew; and the schooner Fannie Wolston, which traveled 7,000 miles without a soul on board!

Many other stories, equally true, come to light from time to time as marine historians pore through old shipping records or faded logs of long-past voyages.

One of the strangest tales of the sea happened along the British east coast in 1915.

Soldiers patrolling a section of the coast could hardly believe their eyes when they saw a submarine, with the "U" mark of a German raider on her conning tower, high and dry on the shore.

A team of submarine experts were summoned and when they opened the sealed hatches of the U-boat, they discovered an awesome sight. The entire crew lay dead in their bunks or at their stations in the various compartments!

Investigators concluded that the sub had been spotted and depth charged in the English channel. It had probably gone to the bottom and shut off its engine to elude the hunters; or there was a possibility it had become ensnared in an anti-submarine net and had been kept on the bottom for days—perhaps weeks.

While on the bottom, they concluded, the crew died from lack of oxygen or from gases that formed when water leaked into the batteries.

Eventually, the submarine came to the surface and drifted ashore.

Another strange but true tale of the sea is that of the British iron sailing ship Rodee, which caught fire and sank in Manila harbor about 50 years ago. Because she was 60 feet under water, the underwriters didn't think there was much possibility of salvage and sold the ship for less than \$100.

A few years later there was an earthquake and the bottom of Manila Bay was considerably altered. Sometime later it was discovered that the spot where the Rodee sank had been raised considerably and divers found the old windjammer's hull resting only a few fathoms under the surface!

When launched in 1857 the steamship Great Eastern was among the wonders of the world. It was the largest vessel built up to that time.

Unsuccessful as a trans-Atlantic liner and a great hog of fuel, the big ship later gained fame for laying a North Atlantic cable.

Unable to find a profitable use for her, the owners eventually sent the huge ship to the scrap yard where a strange sight came to light.

On breaking through a section of the double bottoms, the wreckers found a bag of worker's tools and, a few compartments away, the bones of a workman, with rags of clothing still around him.

The man had probably been a "bucker" for a riveting gang and had been sealed up inside the double bottoms when the last plate was put on. Not realizing he was trapped, the man was probably not able to attract attention before his fellow workmen left the yard.

The strange report of a derelict and her lifeless complement entered the shipping records in 1913 when a weather-worn and delapidated hulk of a schooner was found ashore by the British ship Johnston in the lee of an island on a de-

serted section of the South American coast.

Upon boarding, crewmen from the Johnston discovered that it was the schooner Marlborough, registered in New Zealand. Down below, they found 20 skeletons.

A subsequent investigation revealed that a schooner called the Marlborough had sailed from the port of Lyttleton, NZ, in January, 1890—almost 24 years before! She had more than 30 people on board at the time.

It was assumed this was the same vessel, but what had brought her to the coast of South America and what had happened to her passengers and crew was never discovered.

A more modern mystery of the sea occurred as recently as February, 1948, off the coast of Sweden when the auxiliary ketch Kinnekulle was found abandoned with a load of coal under hatches and a capsized lifeboat being towed astern.

The vessel was coated with ice and part of the after accommodations had been gutted by fire. There was no sign of the crew and an aerial search by Danish and Swedish planes disclosed no trace of them.

Investigators concluded that fire had broken out in the crew's quarters and spread so quickly that the crew thought the flames would soon reach the oil tanks. To escape this anticipated explosion, it is thought, they launched the ship's boat but kept fast to a painter trailing astern, hoping to re-board their ship if possible.

A heavy wave very likely came along and capsized the boat, either drowning the men or tumbling them into the water so that they soon froze to death in the frigid weather.

One of the strangest tales of the sea is that of the Gloucester fishing schooner Columbia which became famous as a contender in the International Fishermen's Races under Captain Ben Pine.

A beautiful little windjammer, she was fishing near Sable Island when a terrific storm hit the area in August of 1927.

The Columbia never came home and was posted as missing with all hands.

About a year later the beam trawler Venosta was dragging her trawl over the bottom near Sable Island when the net and cables "hung up" on a heavy object on the ocean floor.

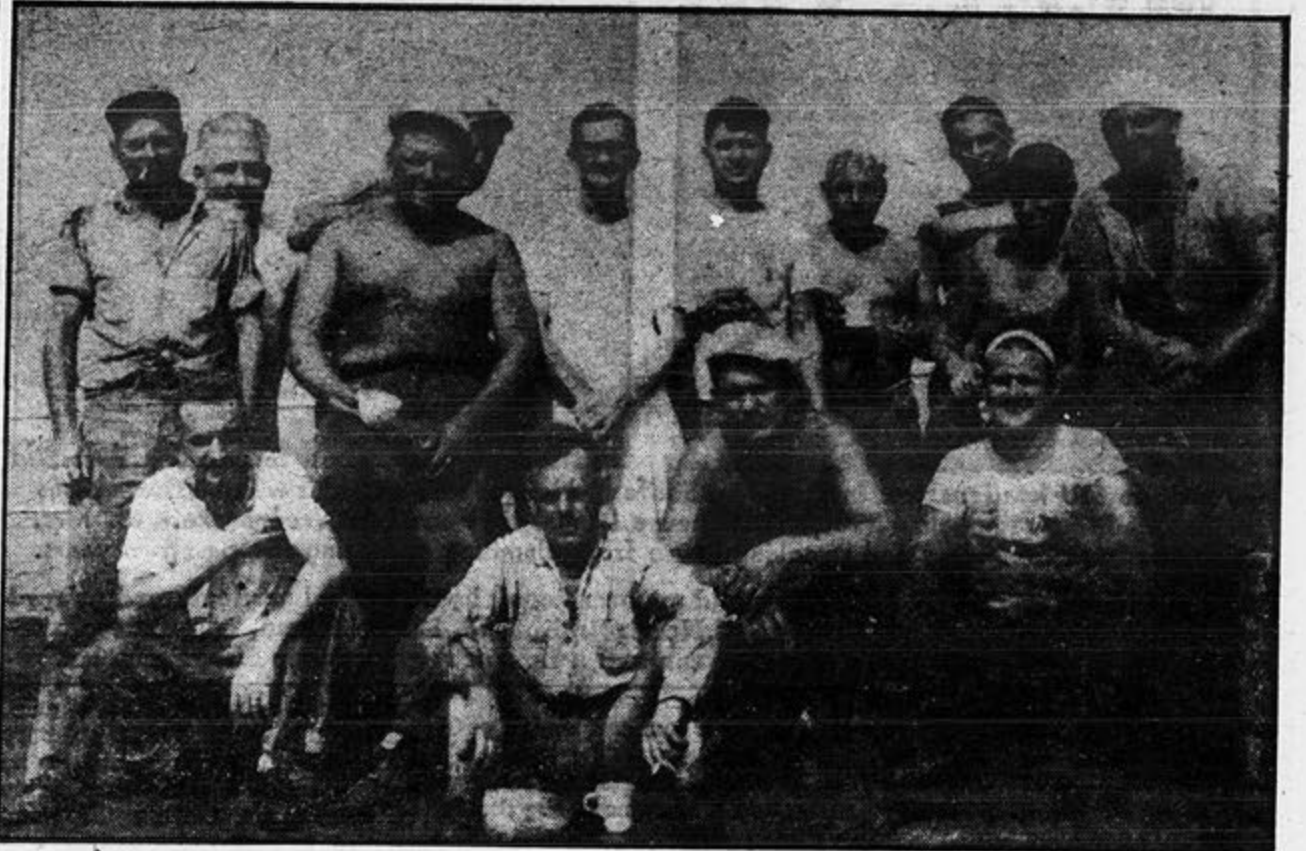
Not wanting to lose his expensive net and gear, the Venosta's skipper put all the power he dared on the trawl winch and the cables came slowly up from the bottom.

Waiting to cut the net free from its encumbrance, whatever it might be, the Venosta's fishermen were amazed to see the topmasts of a ship break the surface and, soon after, a weed covered deck and hull.

It was dark and in the light of the fishing lamps they could only see the hulk dimly for a few moments before the cables broke and the ghostly vessel dropped back to the bottom.

In those few moments, they saw her well enough to claim she was the lost Columbia, dragged back to the surface for one more breath of salt air.

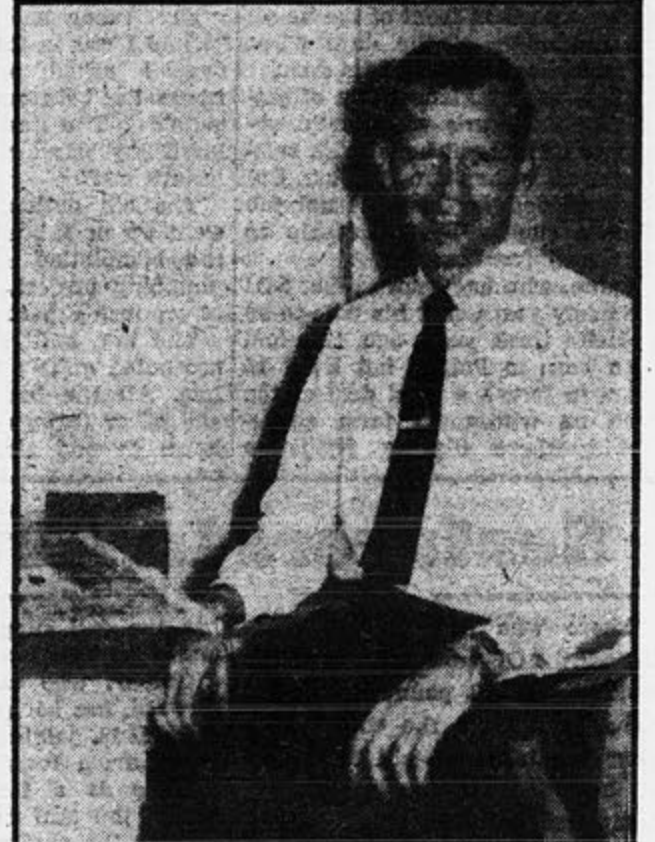
Royal Oak Boasts Solid Crew



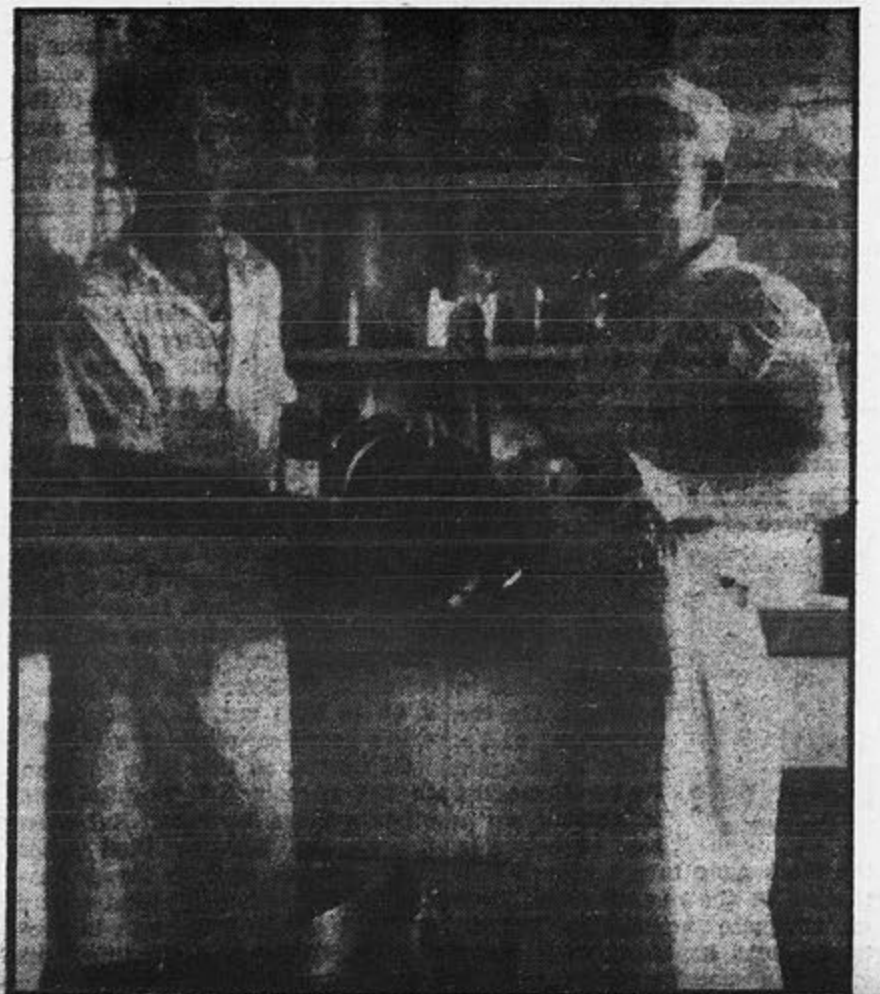
"No one would have nerve enough to cross this crew," says Seafarer J. W. Henry, oiler and engine delegate, of his shipmates on the Royal Oak. Here's part of the gang photographed by Henry at coffee and doughnut time on the fantail. (Left to right, standing) Wiggins, DM; Wirtz, ch. cook; H. E. Morris, AB; Sing Lee, OS; Hunt, baker; Arnett, machinist; Filosa, AB; Johnson, OS; Whitey Kliamol. Seated, Hatch, OS; Ramsey, AB and ship's delegate; Tre- gembo, AB and deck delegate, Palmer, AB.



Oiler R. E. Jones (above) starts routine inspection of the plant at the throttle board. Above right, engine delegate and photographer Henry, is shot in his foc'sle with own camera while catching up on news. Henry was oiler on the ship.



At right, 3rd cook S. Rothschild (l.) and ch. cook Wirtz get the ball rolling for some more of the good food that's kept the crew well-fed and happy. Photos were taken while Royal Oak was on coastwise run headed for Baltimore.



MEET THE SEAFARERS

NORMAN OKRAY, AB

Seafarers who shipped during World War II will remember a poster showing a rugged-looking hombra wearing a watch cap and toting a sea bag saying, "You bet I'm going back to sea." The poster was one of those dreamed up by the Maritime Commission to "glamorize" life in U-boat alley. In this one case though, it proved the turning point in Seafarer Norman Okray's life.

Okray was a shoreside worker at the time (mid-1943) punching the clock in a Michigan plant. The poster was across the street from the tavern where he stopped off for a beer after work, and it got under his skin. Finally he took off for New York and signed aboard

the Joseph Wheeler, an SIU-manned Liberty run by South Atlantic headed for Liverpool. From then on, despite numerous air raid scares, he was a confirmed Seafarer.

Subsequently Okray married and settled down in Baltimore which is his regular shipping port. Now the proud father of two little girls, he finds going to sea the best way of giving his family the advantages which money can buy.

'Gimme A Good Ship'

Although some family men like to stick to the coastwise or nearby foreign runs, Okray isn't that particular as long as he is on a good SIU ship. His longest voyage was 10½ months on the Holystar which went down to Chile.

As favorite ports he will take Yokohama, Antwerp or Hamburg. "These are seaman's ports," he says, "because nobody is trying to take you for a buck and seamen are welcomed as old friends and treated that way."



Okray

STEVE J. POOLE, AB

The SIU contains a good number of men who served in Uncle Sam's Navy before becoming merchant seamen. One of them is Seafarer Steve J. Poole of Nashville, Georgia.

Poole didn't go straight from the Navy to seafaring life. In between he spent a long hitch ashore, a good deal of the time as the operator of a barbershop in Jacksonville, Florida.

It was in 1920 that Poole signed up for a four year Navy hitch. He was aboard the USS Mississippi in June, 1924, as quartermaster, when one of the ship's 14-inch guns blew up, killing 48 of the crew. Shortly afterward Poole said goodbye to the Navy and headed shoreside.

Likes SIU

In 1947, Poole first hitched up with the SIU and liked what he saw in the way of shipboard wages and conditions. He has been sailing steadily with the Union ever since. Through the years he has participated in a number of local beefs including the recent telephone strike and other SIU actions on behalf of shoreside unions in Savannah and other ports.



Poole

Poole prefers to ride the Seatrain Line ships on the coastwise run, but they have one disadvantage in that they do not run to his favorite foreign port, Manila.

As a married man Poole is particularly pleased with the new SIU welfare benefits for Seafarers wives, which he feels are the best in any industry.

"Getting into the SIU was the best thing I ever did," he said, "because you get real representation and the best of shipboard conditions."

'Wait! — Until You're 65!'



The great difference in attitude toward disabled men between a union of seamen like the SIU and a union of doctors like the American Medical Association has been pointed up by a recent AMA panel on Social Security. The AMA used the panel as occasion to launch a nationwide drive against a proposal to pay Social Security benefits to all permanently and totally disabled workers over 50 years of age.

By contrast, the SIU has pioneered in payment of disability benefits to Seafarers of any age who cannot work. The result is that 60 Seafarers, some of them in the 30's and 40's, are receiving \$35 a week from the SIU Welfare Plan to take care of their needs.

Ordinarily you would think that the doctor's union would have no objections to a proposal which would provide funds whereby disabled workers would be able to pay their living expenses and part of the cost of medical care without subsisting on charity. But to the AMA, this is "socialized medicine" even though the Federal Government would not offer medical care but cash, so that disabled workers could pay their doctor's bills. The AMA has no objections when the Government subsidizes farmers, railroads, steamship companies and aluminum plants, but "not one penny for the disabled."

Protecting Insurance Companies

The real reason for the AMA's opposition was tipped off in a statement issued by its chairman. The proposal, he said, was "unnecessary Federal invasion of a rapidly-developing area of private enterprise," the private health insurance companies.

In other words, the AMA is stoging for the health insurance outfits, many of which are little more than frauds. As previously reported in the SEAFARERS LOG, it is the common practice of these companies to cancel the policy just as soon as the unfortunate policyholder becomes disabled, no matter how much he has paid for protection.

When the doctor's union is more concerned with protecting these phony operations than with the state of the nation's health, it is no surprise that this country has an astonishingly low level of physical fitness. The rate of draft rejections by the Armed Forces is one sign that the nation's health is far poorer than it should be. The AMA's negative attitude on major health problems is in direct contradiction to the objectives of the profession it represents.

LABOR ROUND-UP

AFL Meatcutters Union officials say that Communist and Communist-line officials of the former Fur and Leather Workers Union are being removed in the process of merging the two organizations. The AFL Executive Council has withheld approval of the merger thus far but Meatcutter Union spokesmen expressed confidence that the clean-up in the fur union will win AFL approval.



Seven air-conditioned Pullman cars, complete with a diner, are being used to house strikebreakers at the Colonial Sugars plant in Gramercy, Louisiana. Meanwhile a series of court injunctions and jail sentences has eliminated all union picketlines from the plant.



The National Labor Relations Board turned down a bid from the AFL Hotel Employees Union to take jurisdiction over struck hotels at Miami Beach. The NLRB said that hotels are under state jurisdiction. Florida has no state labor relations law which would provide machinery for a collective bargaining election.



In anticipation of the merger, AFL, CIO and Rail Brotherhood unions in Texas participated in a United Labor Assembly in Dallas. Approximately 450 union representatives who participated made plans for a political organizing drive including getting voters to

pay poll taxes. Participation of the independent rail brotherhoods indicates close collaboration between them and the merged AFL-CIO.



Long-term peace was in sight on the New York City transit system as the CIO Transport Workers Union agreed to a 2½ year contract package providing over-all wage increases of 27 cents an hour. The contract with the Transit Authority affects approximately 28,000 subway and bus workers in the city.



A brand-new one-year contract covering installers of office equipment in Bell Telephone buildings in 44 states has been reached between the Western Electric Company and the CIO Communications Workers. The signing provides general wage increases of 7 to 12 cents an hour for the installers.



The AFL International Typographical Union has voted to continue the operation of its own newspapers in cities and towns which have newspaper strikes. The union's 97th annual convention in Boston said the newspapers would be continued because they are "the most effective and cheapest means of defense in monopoly situations." ITU and CIO Newspaper Guild strikers have often combined in the past to publish newspapers in strike-bound cities.

High Prices, Skipper Liven Nat'l Liberty Trip

High prices on all items seem to be the order of the day in Mersin, Turkey, where the SIU crew of the SS National Liberty is currently holding sway.

According to ship's delegate Frank Gaspar, "if and when any of our brothers come this way, they should be prepared to offer one when asked three on everything. This is the regular way to do business on this side of the world."

The ship arrived there recently with a load of barley from New Orleans. Mersin is on the Turkish mainland, about 100 miles north

of the island of Cyprus. The National Liberty is due to pick up a load of ore in Mersin and then head for Baltimore "and a good cool glass of good American beer." The native brew of the hops apparently doesn't have many devotees aboard this ship.

Gaspar said the trip over was routine; "we haven't anything to make big headlines with and we don't expect any," he stated.

Captain Vs. Agreement

"Although he's doing better all the time, our captain is still having a hard time learning the SIU agreement. He can't seem to understand things like buying fresh stores abroad, putting out draws in US currency or travelers checks, okaying inside cleaning and painting, and especially paying porttime overtime to the steward department. This clause he just don't savvy at all.

"At our last payoffs, in Mobile and New Orleans, the patrolmen who met the ship explained lot of things to him and collected on everything. So, everything ran smooth for a while—a little while—after that.

"But the old man is the kind who forgets easy. He'll probably get a good memory course when we get back to the States, courtesy of the boarding patrolman.



Gaspar

Sneeze Didn't Keep Him In Stitches Long

NEW ORLEANS—A king-size sneeze was blamed by veteran Seafarer Thomas A. Scanlon for delaying his departure from the USPHS hospital here by more than two weeks.

In mid-August, Scanlon underwent surgery to remove an intestinal obstruction and following that was convalescing in fine style.

"Then I woke up one morning—sneezing. I never was one to let go with a nice gentle sneeze. I had to blast out with both barrels," he commented.

Unfortunately, he also blasted his way out of his abdominal stitches and had to be laced up from top to bottom with silver wire. He predicts now that he'll be ready to ship again by the end of October—"if I don't sneeze again!"

Seafarers In The Hospitals

USPHS HOSPITAL BOSTON, MASS.

E. F. Broussard Theodore Katros

USPHS HOSPITAL GALVESTON, TEXAS

Carl E. Forrest Fred Miller
James E. Hodges Jeff M. Skinner
J. E. Markopolo John E. Tillman

USPHS HOSPITAL DETROIT, MICH.

Tim Burke William Mitchell

USPHS HOSPITAL MEMPHIS, TENN.

Charles Burton

USPHS HOSPITAL FORT WORTH, TEXAS

B. F. Deibler Jose Santiago
Albert W. Kozina Rosendo Serrano

SAILOR SNUG HARBOR STATEN ISLAND, NY.

Joseph Koslusk

USPHS HOSPITAL STATEN ISLAND, NY.

Hassen Ali Jose M. Lucas
John Bednar John McWilliams
K. M. Dymaster Wm. P. Malcewicz
George Carlson John Michlek
John Castro Paige A. Mitchell
Thomas D. Dalley Pedro Reyes
D. Eldermire Perry Roberts
Daniel Fegan George H. Robinson
Gerald Fitzjames Alvin C. Rockwell
Estell Godfrey Matti Ruuskallio
W. Kolodziejek Albert Williams
John Laughlin Frank Wohlfarth
Jesse Lockler Joseph Wohletz
William Logan

USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY.

Edmund Abualy Kaarel Leetmaa
Fortunato Bacomo Leonard Leidig
Frank W. Bemrick Arthur Lomas
Claude F. Blanks Mike Lubas
Robert L. Booker Joseph D. McGraw
Joseph G. Carr Archibald McGuigan
Gabriel Coloni H. F. MacDonald
Mariano Cortez Michael Machusky
Walter L. Davis Vic Milazzo
Walter W. Denley Melvin O. Moore
John J. Driscoll Eugene T. Nelson
Bart E. Guranick Joseph Neubauer
Taib Hassen James O'Hare
Joseph Isits Ralph J. Palmer
Thomas Isaksen D. F. Ruggiano
John W. Keenan G. E. Shumaker
John R. Klemowicz Henry E. Smith
Ludwig Kristiansen Harry S. Tuttle
Frederick Landry Virgil E. Wilmoth
James J. Lawlor

USPHS HOSPITAL BALTIMORE, MD.

Manuel Antonana Albert Hawkins
John Banaschewicz John C. Henriksen
Francis Burley Edward F. Lamb
James Cardell Robert G. McKnew
Carl E. Chandler Robert Michael
Charles Coburn Fred Morris
Philip Cogley Thomas F. Mungo
Victor B. Cooper Fred Pittman
Thomas L. Dugan Joseph Rudolph
George Fuciu Harry L. Schuler
Gorman T. Glaze

USPHS HOSPITAL SEATTLE, WASH.

L. Bosley J. H. Maxey
Thomas Finnegan Henry R. Sojak
Sverre Johannessen William K. Wung
Nielios John

USPHS HOSPITAL SAN FRANCISCO, CALIF.

Marcelo B. Belan John F. Murphy
Clyde C. Brown Walter J. Oaks
Charles Dwyer M. E. Pappadakis
A. M. Milefski

USPHS HOSPITAL SAVANNAH, GA.

Walter I. Beck Jr. C. C. Martinez
C. E. Foster James T. Moore
J. C. Harris Janne F. Pierson
William Lieberman Ernest H. Webb
Jimmie Littleton

USPHS HOSPITAL NEW ORLEANS, LA.

Ralph Armstrong Duska Korolia
T. P. Barbour Leo H. Lang
Julian B. Barrett Rene LeBlanc
Carroll J. Bauman Theo E. Lee
Merton Buxter Tinnerman J. Lee
Charles P. Breaux Calvin McManus
John L. Buckelew John R. Mina
John L. Caldwell William Odum
Lloyd T. Callaway Alfonso Olaguibel
James M. Davis R. A. Ratcliff
Calvin DeSilva M. J. Rodriguez
Peter DeVries Thomas A. Scanlon
Marcel Dumestre Benjamin C. Seal
George Foley Woodrow A. Sneed
Leo Fontenot Henry S. Soza
Louis Guarino Lonnie R. Tickle
Earl T. Hardeman Dirk Visser
Homer G. Harris James E. Ward
Newton A. Huff David A. Wright
Theodore James John E. Ziegler
E. G. Knapp

USPHS HOSPITAL NORFOLK, VA.

E. A. Ainsworth Irwin R. Price
Benjamin K. Baugh David G. Proctor
Francis J. Boney Frank A. Ross
Frank T. Campbell V. L. Sherwood
Julius R. Cannon Wm. F. Vaughan
E. P. Leebetter Norman D. Wilson

'Good Old Days' Weren't So Rosy

TO the Editor:
I have been sailing since 1927, and when I hear some of the careless talk about our Union, it makes me sick.

I remember times when the crew went hungry all the time, when there was never enough provisions and most of the stuff that there was wasn't any good. That was with seven or eight different companies, and they

Letters to the Editor

were all the same. Things have changed a lot since then.

That's why when you hear these people who are making their first or second trip talk about conditions, you have to laugh. To hear them tell it, since they don't know from experience, the conditions we have now were always there, and just grew better by themselves.

Always Had To Fight

Well, all I have to say to these boys is that the seaman has always had to fight for everything he got, and we are still in the fight today.

And a word or two for our Union officials, who are tops for my money and have done a damn good fighting job for all of us and with us. I know, because I was there.

Another thing, the only breaks we ever got from Washington were those we fought for down the line. So when you see these senators and representatives running for office or for reelection, make sure they are on our side before you vote for them. Also get your friends and family to do likewise. It's the only way we can ever get a square deal.

In fact, I think the Union should put up men in our own Union to run for those jobs. They could certainly do a better job than some of the people in office now.

L. J. Fuselier

Meal Plans Okay, Says Chickasaw

TO the Editor:

I have just read the letter from the steward and ship's delegate of the Maiden Creek complimenting our Union officials and Brother Phil Reyes upon introducing the new SIU feeding system aboard our contracted ships. I fully agree with the opinions expressed by the two brothers as I believe this new system of feeding, along with the set of instruction, to the stewards in connection with the program, will be an excellent stabilizing factor in the efficient operation of the steward department.

The Union, by officially sponsoring this system, will minimize if not entirely eliminate the biggest source of our shipboard gripes.

Many will agree with me that despite the many votes of thanks received by the steward department on many ships, ample room for improvement still exists. I have noted with profound interest in the ship minutes printed in the LOG how on one trip the crew of a particular ship praises the food to high heaven and the following trip condemns it to hell.

Somewhere, I am sure, there is something wrong. Whatever it is, the absence of a uniform system of feeding in the steward department is a contributory factor.

Members of the steward department who follow this new system will find it gratifying to listen to continuous compliments, and I also hope the presence of personnel from headquarters aboard ships in connection with our new program will be a permanent part of the system. As a steward of wide experience, I can truthfully say that this new feeding system is, so far, the most practical system we can devise to insure good shipboard feeding. Having experienced difficult times in the past at the hands of both company and crew, I can state with some degree of authority that this system will help the steward's lot aboard ships. To my Union officials who have the vision to institute this new feeding system, I say, "thanks a million."

To insure the efficient operation of this new system I would suggest here that members of the steward department who wish to advance their rating should pass a test given by a Union Committee; that any rated man in the steward department found wanting in efficiency or ability by ship's crews or Union officials on two occasions should not be allowed to sail in that particular rating for at least a year, after which he should pass another examination.

Lastly, let me say a word or two about Brother Phil Reyes who just rode the Chickasaw to introduce the new feeding system. The steward department can truthfully say that we gained many good points in the preparation and serving of food as proven by the compliments we received from the crew, officers and passengers. It was a pleasure on my part as the steward to have him aboard and discuss with him the problems which commonly beset stewards. To him and our Union officials I would say, "keep up the good work."

William E. Morse

Seeks Assist On Stamp Hobby

TO the Editor:

I am sort of bottlenecked around here in Manhattan Beach and since I am confined to the hospital, I am in a way handicapped in keeping up with my stamps, which occupy me plenty in passing the time.

I was wondering if it would be possible to pass the word to those boys who discard their stamps to either give them to Brother Toby Flynn, who comes here regularly, or perhaps mail them to me at the hospital. I would be more than glad to exchange with those who have the same hobby.

E. Abualy

Fishing's Good On Blue Jay Run

TO the Editor:

Greetings from the Jefferson City Victory.
This ship is now on the "Blue Jay" run. We hit five ports on this voyage in Newfoundland and Greenland, and some of them have very good fishing. The crew had a fine time with a big fish fry one night, with the captain furnishing the beer.

But if you are looking for romance, this is a good run to steer clear of. There is no shore leave in most of the ports.

J. L. Hodges
Ship's secretary

GI Can't Wait To Return To Sea

TO the Editor:

I'd like the next four months and 27 days to go flying by. That troopship that takes me out of Japan will sure look as good as a Delta passenger liner to me.

No Saluting Here

Boy, it sure will be fine to have some of that good SIU contract chow and not have to stand in line for it besides. I won't be sorry either when payday comes along, and I won't have to stand at attention and salute for a few measly bucks. There won't be anymore of this 24-hour duty nonsense either. Eight hours a day under an SIU contract, and nobody to hand you any baloney as long as you do your job right, is the way I want things to be for me.

Yes, it will be great. No one can really appreciate belonging to a good Union until they have to put in some time in the Army or work in some sink set-up.

Japan isn't too bad a place, but after you've been here for a year the rice paddies and wooden shacks begin to look worse and worse every day. I read in a recent LOG how the boys really go for Yokohama. Well, I can't say I blame them as I spent quite a bit of my time there too. But I'll take Hamburg anytime, and will be looking for a trip back there when I get back.

Thanks for sending the LOG regularly. It's like a day's leave everytime I get a new copy. Best of luck to all the brothers and my old shipmates whom I hope to be seeing again in a few months.

Henry J. Kowalski

Likes Idea On Ship Safety

TO the Editor:

Here on the Alcoa Ranger, Josep Bulla, master, holds a safety meeting once every month, and a very formal and "meaty" meeting it is. He came out with something that I thought was a ten-strike at the first meeting I attended.

He would like all Alcoa ships to print a history of the accidents they have had aboard, bind them and put them in the recreation room for all crewmembers to use as educational reading matter, and maybe, who knows, save a life or leg or something in the process.

I couldn't help but think of "Jim," one of the finest shipmates a fellow ever had, who lost both his legs and is just about now getting ready to try and walk on man-made ones.

The companies are running these safety meetings on our behalf, but of course they have an axe to grind, although a comparatively small one considering the good they are doing or trying damn hard to do. I think it's good enough to ride in the same boat with, anyhow.

Harry L. Franklin

Calls LOG Poem 'One Of Finest'

TO the Editor:

The poem by E. A. King on the profound sea, in your second edition of August, is one of the finest sea poems I have ever read.

It has substance and makes a guy think — just as the sea — and it has carefully conceived form to make it a finished poem.

Furthermore, it is timeless — as good one hundred years hence as today.

Roy Fleischer

A Trip Around The World



INDIA—Coffeetime aboard the Cecil N. Bean means a welcome lull for deck department men Nancarrow, DM (left), and H. J. Stanley, AB. Enroute to Bombay, the Liberty provided a good backdrop for the camera work of Seafarer Sten T. Zetterman. The two opposite expressions of these men on a coffee break makes for an interesting photo.



TURKEY — Wild Ranger's Joe Trawick, deck delegate (above), pauses in work to study the mountains.



LEGHORN—M. K. Morton, fireman (left), and Dexter Worell, bosun, on Ranger, have "grim" mission ahead.



KOREA—Trio of steward department men on the Barbara Frietchie, on Korean shuttle run, shares in praise of crew for good food at all times. Pictured (l-r) are Ed Odum, chief cook; Carl De Marco, baker, and Bill Davis, 3rd cook. The work of these Seafarers and other members of the galley gang drew crew's vote of thanks.

'The Hammer And The Wrench'

("Every Seafarer remembers his first trip and his first ship. Many made their debut on the high seas during World War II," says Seafarer Thurston Lewis. This is the Brother Lewis' story of one first tripper.)

Jimmy Green was over-anxious to do his job, to please everybody and to serve his country, even if it was in the lowly capacity of ordinary seaman on a slow-moving Liberty ship to Le Havre.

Jimmy asked questions, did what he was told and was absolutely honest. He asked so many questions — "What do you want me to do now, bosun? — Where do you put this?—What do you call that thing?—When do we get to France?"—that he had begun to get on his shipmates' nerves.

Yet nobody could get really mad at him because he was so sincere and well-meaning.

The convoy had broken up at Land's End. Jimmy's ship was at last preparing to come alongside the war-torn docks in Le Havre.

The bosun, with a sigh of relief, had given him to the carpenter to help unsecure vessel for discharging cargo.

Tools for this work are a small wrecking bar, a hammer and a crescent wrench.

"Whatever you do, don't lose these tools," said the mate as he handed Jimmy a new wrench and a new machinist's hammer.

The friendly French pilot had brought a bottle of Cognac and a bottle of Calvados to the Captain. The harried American skipper could hardly get his shore-going clothes on fast enough, but did take time to drink first the Cognac and then the Calvados.

With shaking hands he took some money from the safe in his office, downed the last of the Calvados and went ashore.

Chips and Jimmy were sweating out number five hatch; both were anxious to get ashore. Finally the last of the work was finished and the old carpenter handed the tools to the eager lad and said, "Put 'em away."

"Where do you want me to put them?" Jimmy asked.

Chips, exasperated, said, "Clean 'em up. Wrap 'em in rags, and—put 'em in the old man's safe." He ambled off toward the shower.

Made Neat Package

Jimmy wiped the grease off the tools, wrapped them neatly in clean rags and took them to the Old Man's office. He knocked politely at the door. There was no answer so he tip-toed in and noticed that the safe door was open just a crack.

He saw stacks of American greenbacks on a shelf within but he put the tools back in the corner without touching the money. Then he took a long look at those riches. He stretched a trembling hand out toward the stack of bills. The door shut with a click and Jimmy went to his foci'sle with beating heart in anticipation of his first leave on foreign soil.

Several days later the ship was riding high in the water alongside the dock.

"Get the hammer and the crescent wrench," Chips told the ordinary. Jimmy bounded off to the

captain's office.

"Please, Sir the carpenter wants the hammer and crescent wrench out of your safe."

The Captain laughed. "They're pulling your leg, son. You'd better look in the carpenter shop."

"But, Sir—" Jimmy went slowly to the carpenter shop with a bitter sense of futility.

Work Complicated

The wedges had to be driven with a toppin' maul much too large for the job. The bolts on the storm battens were laboriously secured with a monkey wrench.

"Where the hell's that new hammer and crescent wrench?" the mate asked Chips. "I don't know, chief. The ordinary had them last."

They looked at Jimmy who lowered his eyes. "They're in the Captain's safe, sir."

Shaking his head the mate strode to the bridge.

"Cap'n, somethin' funny has happened. The carpenter was pulling Green's leg and told him to put a new hammer and crescent wrench in your safe. That damn wreckin' bar may be in there, too. All I know is nobody can find 'em

and the kid swears he did."

The Old Man swore as he threw up his hands. "Impossible! I told that kid to look in the carpenter shop."

"Well—they ain't there." The captain stalked into his office and slammed the door.

Three days later, after all efforts to find the missing tools had failed, the mate approached the captain again.

"Now about them tools—"

"I don't want to hear any more about it."

Back To Office

But back in his office he began to wonder. The Cognac . . . damn Frenchmen anyway . . . his natural haste to ready himself for shore leave . . . he had gone to the safe to get the money. He looked at some figures on his desk. There should be \$11,472 in that safe.

He went to the door. "Mr. Mate! Get the ordinary up here!"

"Green, sir?"

"Yes, Green—on the double."

The mate took the wheel and send the able-bodied seaman down below, to call the ordinary.

When Jimmy appeared the Captain glared at him. "Mr. Mate!" he called, not taking his piercing eyes off the frightened lad.

"Yes, sir?"

"I'm going to open that safe, Mr. Mate." He spoke each word distinctly. "I'm going to hand you some money. You will count it. If there is one dollar less than \$11,742 — I'm going to put you in irons!"

He pointed at Green with a gnarled and shaking finger. The lad put his hands to his face but the tears streamed out from between his fingers. The mate was opening and closing his mouth like a toad frog catching mosquitoes.

Opens Safe

The skipper twisted the dial around on the safe—around and back, around and back again and then a few touches in opposite directions. He opened the door and solemnly handed the mate all the money.

About half-way through the count the mate made a mistake and had to start over again.

"11,735—39—41, 52!" It's all here, captain,' he breathed.

Silence. Jimmy's tears dried on his face.

The captain reached into the safe and drew out the tools. Handing them to the mate, he took the money and peeled off a fifty-dollar bill. He gave it to Jimmy Green and motioned toward the door with his hand.

The boy looked at the bill and opened his mouth to speak but the mate gently pushed him toward the door.

As I say, the AB at the wheel was all ears.

That's how I know this happened.

LOG-A-RHYTHM:

Fan-Tan

By "Saki Jack"

One breezy salty afternoon
In Yokohama Bay,
We made a draw and went ashore
To have a little play.

Need be ye neither young or spry
Nor frothing at the bit,
Just have ten thousand million yen
And flash a little bit.

Bar to bar and up and down
We roamed around the town,
Then finally found a likely place
And ordered up a round.

I latched onto a goldenrod
A little thing called "Toy,"
"You're just the one for me,"
She said, "C'mon along, big boy."

Round and round we did the town
And never missed a spot,
My bankroll slowly dwindling
My future not so hot.

She said: "Don't worry, honey,
"For yours I'll always be,
"No matter if no yens you've got,
"You come on home with me."

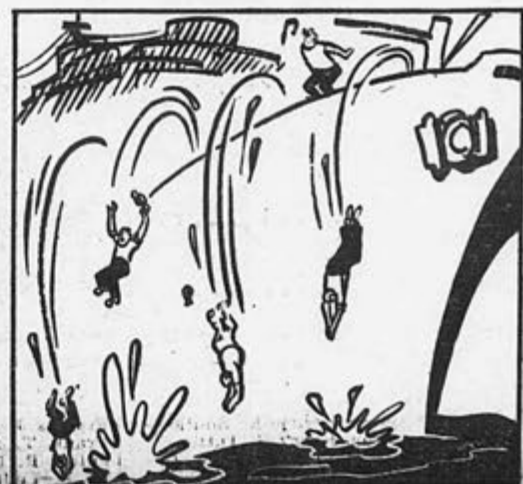
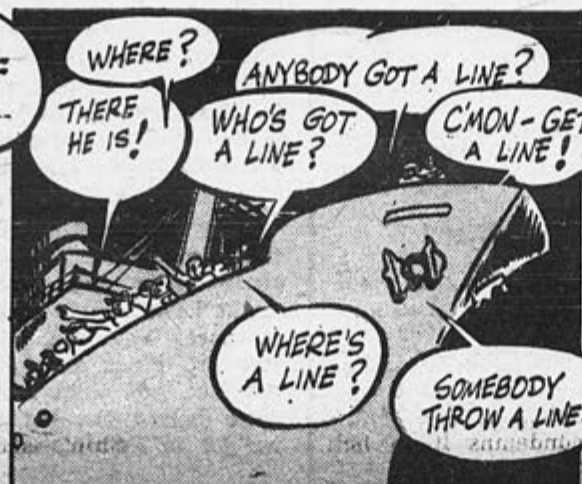
I did, of course, but had to leave
That lovely paradise,
Where all the girls are little pearls
And feed on fish and rice.

Farewell, sweetheart, for I must go
And slowly sail away,
To dream about this Shangri-La
—And gettin' back some day!

Burly

Chivalry Still Lives

By Bernard Seaman



Eugenie Arrives



Arriving in Algeria aboard the Eugenie, Vance A. Reid, deck engineer and ship's delegate (left), and Albert De Forest, steward, are all set for a few cold ones. De Forest apparently has his destination all picked out with the binoculars.

SIU Welfare Services Quick To Provide Aid

Many items fall within the province of the SIU Welfare Services Department. Sometimes all that is needed to smooth out a Seafarer's problem is the knack of knowing whom to call or contact in order to straighten things out with the least amount of trouble.

On other occasions, Union welfare representatives have to pull out a winner from a bag of tricks developed to handle similar circumstances in the past.

Smoothing The Way

The department prides itself on its record of accomplishments, however, whether the problem be big or small. It is on the job at all times to ease the path of Seafarers while they're ashore and to minimize their worries when they're out at sea.

In a typical case of the routine variety, wherein a Seafarer had vacation dough coming but was hundreds of miles from a Union hall and didn't know how to apply by mail, Welfare Services

acted promptly to get the man his vacation earnings.

Never Left Home

Obtaining his discharges, a representative filed Seafarer Fred D. Bentley's application, picked up his check and mailed it right back to him. Bentley didn't have to stir from his home in Granite Falls, NC, once.

Appreciating the quick service, the Seafarer wrote again to express his gratitude and enclosed a picture of his family and himself standing in front of their home.

"My good SIU earnings have paid for all this," he asserted, "and now this vacation gives me a chance to spend some time with my family. Thank you for helping to make all this possible."



Union gains and benefits have paid for all this, says Seafarer Fred D. Bentley, as he poses in front of home in Granite Falls, NC, with his wife and daughter. Bentley sent photo to SIU Welfare Services Department along with letter of thanks for aid. Vacation benefit made it easier for him to spend more time at home.

Owner Denies Bar 'Scandal'

"Scandals" circulated by his competitors have been emphatically denied by the owner of the "John Bull Bar" in Piraeus, Greece, in an appeal for continued patronage by Seafarers.

Anthony Katsouros, proprietor of the "John Bull," said recent unfavorable newspaper publicity given his bar was, in fact, a private matter involving one of his waiters, and not himself as reported in the local Greek press.

Katsouros wrote the SEAFARERS LOG that he wanted it plainly understood that he was not the person involved in the incident. The publicity concerned the "torturing" of a young serving girl by a man identified as the owner of the "John Bull Bar." The man was one of Katsouros' waiters, who was fired soon after.

Collin Crew Has Money Gyp Beef

To the Editor:

On our recent trip to India the majority of the crewmembers on the Frederic C. Collin were gyped out of considerable amounts of money due to the unscrupulous practices of the merchants.

The practice of "highway robbery" predominated particularly in the city of Vizagapatam, where the facilities are limited to one bank where we could cash our checks after a 45-minute wait. Since the open-hours of the bank were from 10 to 2, they posed a problem for us and created an opportunity for some extra "bakshish"

this ship is a popular one on a much-sought-after run.

The same good service was extended to me when I got to the hall with some questions about the Welfare Plan benefits. The officials took time out to explain the whole works to me and made me feel as if they were concerned with my welfare at that moment as just as if I were the only man in the Union. This is a good feeling after the runaround you have to take elsewhere.

All in all, my visit to New York was an eye-opener and shows why our Union is considered "tops" in every man's book.

Fred Ryder

~ ~ ~

Hails Clipper Crew For Aid

To the Editor:

I would like to take this opportunity to thank the officers and crew of the Alcoa Clipper for the purse that was given to me during my illness.

It was very nice for those brothers to show such generosity as they did, as I was a stranger to most of the crew. I hope to be up and around in a week or two, when I would like to have the pleasure of meeting the Clipper crew again.

Their generous action was deeply appreciated by my family and me.

C. L. Stringfellow

~ ~ ~

She's Thankful For All Benefits

To the Editor:

My husband, who holds SIU book number D-513, is away at sea right now.

I can hardly express my appreciation of the wonderful benefits that the Union has made possible for each and every member of the SIU.

Many many thanks to you who have fought to protect SIU members and their families. I thank you from the bottom of my heart for the good deeds you have done.

Mrs. Rae Dacanay

~ ~ ~

Cheers Forward Progress Of SIU

To the Editor:

I look forward to each issue of the LOG and certainly concur with the many persons both in labor and management who hold the opinion that our Union is a fine example of a constitutionally sound and democratic balance between workers and their employers.

I am especially proud of our SIU scholarship program, which offers one of the finest gifts a deserving person can receive: the opportunity for education.

Lets always continue to grow in this manner with increasing strength and integrity.

C. Lee Freeman

~ ~ ~

Hospital Help Is Applauded

To the Editor:

I want to express my appreciation and thanks to the SIU for helping to provide such wonderful hospital care as I have just had in the Galveston marine hospital.

It is a great comfort to know that our families can also have wonderful care such as the Welfare Plan provides. It offers more than money can buy from any insurance plan.

Thomas L. Crosby

Letters to the Editor

for the opportunists—the local merchants.

From one of them we got \$16 for our \$20, but there was one merchant, M. P. Mohandas at the American Silk Stores, on Main Road, who had an eye to the future.

One Merchant Helpful

He went to considerable pains to see that we received what we rightfully had coming and, believe me, he made us feel as though we were dealing with a fellow American. There was always a welcome for us at his shop even if we didn't buy anything. Sometimes he even took us to the bank himself to speed up the tedious job of cashing a traveler's check.

Across the street from the American Silk Stores is one Boolchand and Sons, which really gave us a rooking. The crew on here is really down on that outfit.

So the purpose of this letter is to show Mr. Mohandas our appreciation for his kindness in our predicament, and also to warn unsuspecting seamen who may visit Vizagapatam to get the legal rate for their money.

P. J. St. Marie
Ship's delegate

~ ~ ~

Finds Hq. Service A Real Pleasure

To the Editor:

This is from one old sea-dog who keeps finding out time and time again that he never had it so good until he joined the SIU.

My last trip on the Coe Victory, on which I served as deck delegate, was a prime example. I haven't been getting up to headquarters too much in last two years, so the type of service available there was a real pleasant surprise for me.

Our payoff was not an easy one, particularly because of beefs in the deck department, but the headquarters patrolmen who met the ship on her return from Germany handled everything as smooth as silk. They know the Union agreement and wouldn't budge from it.

Was A Pleasure

They answered all our questions, explained everything in quick order and made what might have been a mess into a pleasure. You can judge the state of things on the ship by the fact that eight men in the deck department got off when we got to New York, although

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CITY ZONE STATE

BETHCOASTER (Calmar), July 22—Chairman, E. Senn; Secretary, R. Tyrel. Everything running smoothly. Chief Steward missed ship in Elizabeth. Motion made and carried to accept and concur with communications from headquarters.

BRADFORD ISLAND (Cities Service), July 22—Chairman, J. Parker; Secretary, M. Hummel. Ship's delegate elected. Discussion held on repairs in deck department.

CHIOWA (Cities Service), July 27—Chairman, D. Downing; Secretary, J. Christy. No beefs. Ship sailed short from Wilmington, N. C. Deck delegate to see mate about cleaning showers. Garbage shoot to be washed down every so often. Beef about food and cooking.

CLAIBORNE (Waterman), July 22—Chairman, G. Odum; Secretary, C. Turner. Everything in order, no major beefs. Suggested that everyone take their cups back to pantry and help out with keeping everything clean.

COUNCIL GROVE (Cities Service), July 29—Chairman, R. Campbell; Secretary, A. Wassstrom. No beefs. Members to complete new welfare enrollment cards and turn them in. Discussion held regarding local cab companies operating as strikebreakers during telephone strike.

Digest of ships' Meetings

DEL NORTE (Mississippi), June 12—Chairman, J. Noonan; Secretary, J. Zimmer. Ship's delegate of previous voyage commented on how smoothly everything ran. Enrollment cards to be turned in. Ship's treasury—\$79.52. Ship's delegate pointed out that all beefs should be aired out at meeting not with company officials. Discussion held on the menace of using oxalic acid aboard and request that it be barred from use aboard ship.

DEL SANTOS (Mississippi), July 3—Chairman, F. Carpenter; Secretary, L. Fuseller. Balance in ship's fund is \$48. Ship's delegate elected. Steward department quarters to be painted. Shrimp Boil was explained to new members and it was decided to buy the shrimp in first port—Jumbo type. Ship's committee are to decide in emergencies when and how to use ship's fund.

STEELE ADMIRAL (Isthmian), June 12—Chairman, J. Selby; Secretary, H. Arnold. Six new fans will be ordered for the next voyage. Ship's committee had a meeting to increase steward department efficiency, and to get better organization within the department. Improvement noticed since meeting.

SANDCAPTAIN (Construction Aggregates), no date—Chairman, J. Barren; Secretary, Harry Mooney. A telegram was sent to headquarters regarding number of cartons of cigarettes assigned to our ship. Steward reported that he is having difficulties with port steward on the score of weekly stores. The chief cook requested that the meat box be no longer used for cooling beer.

ROBIN LOCKSLEY (Sea Shipping), July 8—Chairman, W. Bunker; Secretary, J. Ganello. Crew was asked to clean up laundry after using same. Treasurer reported no money in the ship's fund as yet.

BRADFORD ISLAND (Cities Service), June 21—Chairman, I. Toores; Secretary, G. Fava, Jr. Treasurer reported \$59.21 in the ship's fund. If a crewmember performs in port and a replacement can be secured the man performing will be fired on the spot. Linen will be changed every Monday. Suggestion made to extend to permitmen 90 days on a ship or to make vacation plan payable at 60 days if possible.

NATIONAL LIBERTY (National Shipping & Trading), July 26—Chairman, F. Gaspar; Secretary, R. Godwin. Repairs taken care of. No beefs. Motion made and carried to accept and concur with communications from headquarters.

STEELE DESIGNER (Isthmian), July 2—Chairman, A. Aragoni; Secretary, E. Klingvall. Steward department delegate requested the crew to take better care of night lunches and leave cups and plates in the sink. All hands were asked to cooperate in keeping messhall and pantry clean. Motion made and carried that the ship's delegate contact the chief engineer about repairing the washing machine.

DE SOTO (Waterman), July 27—Chairman, B. Varn; Secretary, J. Chermesine. Two swings for crew were purchased from ship's fund in the amount of \$35. No beefs. Soap powder to be changed. Brand name to be put aboard. Motion made and carried to accept and concur with communications from headquarters.

ELIZABETH (Bull), No date—Chairman, J. Murphy; Secretary, R. Vellings. Chief Engineer requested that too much soap not be used in washing machine, because it will plug it up. No beefs. To see patrolman about keeping longshoremen out of messhall. Cups to be returned to pantry.

EUGENIE (Ore), July 17—Chairman, B. Hayes; Secretary, J. Easterling. Two beefs with captain to be turned into patrolman regarding draws and souvenirs. Crew to go on record as being opposed to Gov't freezing wages. New library to be put aboard. Motor for galley range to be repaired and new fans be put aboard. Vote of thanks to steward for good food and vote of thanks to messman for having speaker hooked up to radio.

IBERVILLE (Pan Atlantic), July 24—Chairman, F. Hartshorn; Secretary, C. Kreiss. Ship's fund—\$16.68. Ship's delegate elected. Steward requested to obtain better grade of ice cream and a variety of flavors. Cups to be put in sink after use. New radio to be bought, old one to be ragged off. Messhall to be painted.

JULESBURG (Mathiasen), July 24—Chairman, Swiderski; Secretary, G. Thornhill. Captain promises to have ship fumigated shortly, in New York, and captain will also arrange to have repairs done. One brother was taken off ship ill. Steward promised that he will order enough vegetables in the future. Members promised to cooperate and keep messhall clean.

MOJAVE (Trans Oceanic), July 24—Chairman, J. Sullivan; Secretary, D. Mulvrans. All beefs squared away and all repairs to be turned in. Vote of thanks given to steward and department. Chief Mate said that all painting may be done after beginning of voyage, but did not offer the work to the dayman and beson until the last few days of the trip and they thought it was unfair of the mate to expect them to work day and night to get this done.

OCEAN DINNY (Maritime Overseas), July 25—Chairman, R. Coote; Secretary, C. Murray. Discussion held on fans, to be taken up on arrival in New Orleans. Cash on hand—\$4.25. New pump needed for washing machine and a new porthole glass needed in steward's room.

OCEAN EVA (Maritime Overseas), July 25—Chairman, R. House; Secretary, C. Garriz. Quite a bit of disputed overtime in deck department to be straightened out at payoff. Repair lists to be handed in. Vote of thanks to steward department. Since the chief engineer stopped ice pulling on weekends we aren't getting any cold drinks. Washing machine to be repaired.

June 26—Chairman, R. House; Secretary, C. Garriz. Ship to be cleaned and properly secured for sea. Ship's delegate elected. Cigarettes are to be sold another time before we get into next port. Soap and matches to be issued as soon as possible.

OCEAN BETTY (Maritime Overseas), July 24—Chairman, M. Hitchcock; Secretary, S. Alpedo. Repairs to be made in West Coast. Motion made and seconded to have company purchase new washing machine and refrigerator for crew.

ROYAL OAK (Cities Service), July 24—Chairman, W. Palmer; Secretary, D. Beard. Wipers sink to be replaced. Ship's fund contains \$12. Discussion on poor food. Mattresses are needed, crew to keep strainer clean in washing machine.

SANTA VENETIA (Eliant), July 17—Chairman, C. Hostetter; Secretary, A. Burke. Motion to notify headquarters about condition of working gear on deck. It is unsafe to work with boom. Lifeboats are unsafe.

SANTORE (Ore), July 19—Chairman, M. Ohstrom; Secretary, R. Mason. One man missed ship in Baltimore. Motion made and carried to have deck department's overtime equalized, and to have ship's delegate write headquarters concerning overtime. Ship's secretary-reporter elected.

SEAMONITOR (Excelsior), July 23—Chairman, F. Sullins; Secretary, F. Ballard. Discussion held on shoreleave in Greenland. Ship's delegate requested that crew keep pantry clean at night. Enrollment cards for welfare to be completed. No foul weather gear was issued. Discussion held on insufficient hot water supply for showers. Steward thanked deck and engine departments for helping to make it a trip.

STEEL AGE (Isthmian), July 24—Chairman, J. Murphy; Secretary, C. Tobias. Ship's fund—\$10.10. Brother Louis Johnson died. Discussion was held about his burial.

STEEL NAVIGATOR (Isthmian), No date—Chairman, C. Bergagne; Secretary, H. McQuase. Ship is pretty clean. Some disputed overtime. Clarification on watch foci's needed. Discussion on welfare benefits held.

RECENT ARRIVALS

All of the following SIU families will collect the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name:

Bruce Michael Baxter, born August 26, 1955. Parents, Mr. and Mrs. Merton Baxter, New Orleans, La.

William Charles Hemmis, born July 23, 1955. Parents, Mr. and Mrs. William Charles Hemmis, Cumberland, Md.

James Arnold Santiago, born July 21, 1955. Parents, Mr. and Mrs. James Santiago, Los Angeles, Calif.

Benjamin Eric Oschitzki, born August 5, 1955. Parents, Mr. and Mrs. Benjamin Eric Oschitzki, New Orleans, La.

Barry Joe Moss, born July 14, 1955. Parents, Mr. and Mrs. Charles Moss, Fulton, Ky.

Kathleen Dolores Phelps, born August 8, 1955. Parents, Mr. and Mrs. Milton Phelps, New Orleans, La.

Mark Bland Lincoln, born April 17, 1955. Parents, Mr. and Mrs. John Lincoln, New York, NY.

Pamela Beth Granger, born August 22, 1955. Parents, Mr. and Mrs. Harry Granger, Sulphur, La.

Margaret Elizabeth Brown, born June 18, 1955. Parents, Mr. and Mrs. Charles Aycock Brown, Mantoo, NC.

Adella Susan Castro, born August 26, 1955. Parents, Mr. and Mrs. Arturo Castro, Houston, Texas.

James Vardeman Warren, born September 6, 1955. Parents, Mr. and Mrs. James Warren, Kenner, La.

Serena Margaret Kleiber, born August 15, 1955. Parents, Mr. and Mrs. Melvin Kleiber, Newport, Ore.

Lourdes Milagro Lopez, born May 12, 1955. Parents, Mr. and Mrs. Pablo R. Lopez, Brooklyn, NY.

Ruby Patricia Gallo, born May 30, 1955. Parents, Mr. and Mrs. Luigi Gallo, Mobile, Ala.

NOTICES

The following men are asked to contact SIU headquarters or the nearest SIU hall as soon as possible on a matter of importance to them:

B. L. Bone, Allen L. Boone, J. F. Billot, John W. Butler, Frank N. Bachot, T. L. Blackledge, G. W. Berthold, C. Burns, J. T. Bowman, Robert J. Coleman, Jose Cubano, Frank F. Cacioppo, S. C. Carregal, Elda R. Crawford, T. W. Cassidy, J. C. Clevenger, W. C. Dawley, G. Del Signore, William G. Dyal, Marion P. Edge, B. Eerman, Frederick Engle; D. B. Fields, John P. Forget, A. R. Fitchko, K. M. Fletcher, T. J. Gray, Peter Garvin, L. E. Gregory, W. Hughes, F. Hauser, John J. Hart, V. A. Herbert, P. J. Harayo, M. V. Howton, F. R. Hattaway, E. K. Iverson, W. J. Jackson, S. Jackson, J. S. Kornek, C. Kincke, Joseph Kissel, Stephen B. Kutzer, C. J. Kerrigan, M. R. Knickman;

T. L. Laningham, F. A. Lord, Horace Ledwell, Robert Lipscomb, James A. LaCoste, P. V. Marsh, Coy L. Morrow, J. H. Mones, G. Merola, T. Merosa, A. D. Nash, Martin T. O'Toole, E. F. Perkins, Leroy D. Pierson, K. F. Parks, B. J. Paniccio, E. Pappel, J. E. Roberts, D. N. Roditas, R. R. Rice;

W. Sloberman, W. M. Stanley, K. G. Sanford, H. St. Clair, Albert E. Stout, S. P. Schieffler, Warren E. Straw, William K. Sutherland, Frank Semelle, J. R. Schultz, E. J. Swatski, H. S. Sosa, William J. Smith, H. S. Thomas, William D. Thompson, J. L. Thompson, Walter Tobias, E. Williams, E. C. Neaman, Stan E. Zetterman.

SIU Aids Union Drive On Radar 'Texas Towers'

BOSTON—The SIU and representatives of the AFL Cooks and Bakers Unions in this port are going all-out in efforts to put union cooks and messmen aboard the "Texas Tower" radar station now anchored 110 miles out at sea off Cape Cod.

Although everybody else manning the Government radar post, aside from service personnel, is union, the cooks are not and are being shipped aboard through shoreside employment offices.

The "Texas Tower" is a man-made island patterned after the

offshore rigs used for drilling oil beneath the waters of the Gulf of Mexico. This one is the first of a chain of radar warning posts which will be anchored offshore from Newfoundland south to Norfolk, Va.

Helicopter Field

The weather deck of the platform is about half the area of a football field and provides a place for helicopters to land. Small boats that come alongside are raised and lowered by cranes, and supplies come aboard in cargo nets.

The problem of the non-union galley force is emphasized by the fact that the waiters on the tower get only \$200 per month and, under their contract, can be worked any hours with no overtime. All other civilian personnel on the tower are union men from several shoreside unions.

Boston SIU Port Agent James Sheehan and the officials of the Cooks and Bakers are trying to have a provision put into the contractor's agreement that will require the sub-contractor to supply union help.

In a matter closer to home, Sheehan is also negotiating to have an extra man added to the crew of the tugboat El Sol (Portland Barge) to take care of passengers. The El Sol runs into Boston regularly.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries:

John C. Smith, 72: Natural causes led to the death of Brother Smith at the Staten Island USPHS hospital on June 30, 1955. One of the veteran members of the Union, Brother Smith joined in New York on December 24, 1938, and sailed in the engine department. Burial took place at the Oak Grove Cemetery, Medford, Mass.

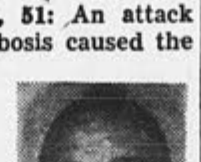
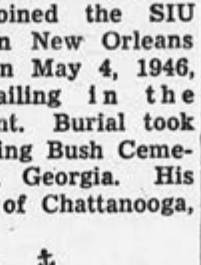
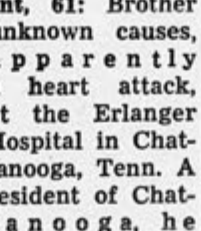
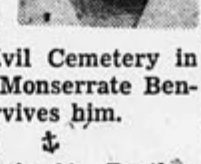
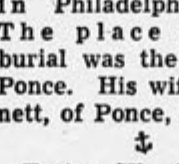
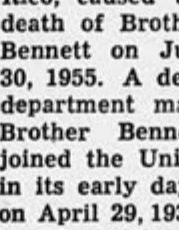
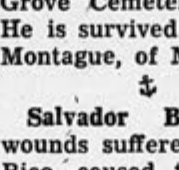
He is survived by a niece, Lillian Montague, of Medford.

Salvador Bennett, 35: Stab wounds suffered in Ponce, Puerto Rico, caused the death of Brother Bennett on July 30, 1955. A deck department man, Brother Bennett joined the Union in its early days, on April 29, 1939, in Philadelphia.

The place of burial was the Civil Cemetery in Ponce. His wife, Monserrate Bennett, of Ponce, survives him.

Foster W. Grant, 61: Brother Grant died of unknown causes, apparently a heart attack, at the Erlanger Hospital in Chattanooga, Tenn. A resident of Chattanooga, he joined the SIU in New Orleans on May 4, 1946, sailing in the steward department. Burial took place at the Burning Bush Cemetery in Ringgold, Georgia. His son, Clyde Grant of Chattanooga, survives him.

John L. Bolden, 51: An attack of coronary thrombosis caused the death of Brother Bolden aboard the Robin Goodfellow in the port of Cape-town, South Africa, on August 19, 1955. He was buried at sea off the Goodfellow. Brother Bolden was a longtime member of the SIU, joining the Union in Boston on December 10, 1938, a few weeks after it was chartered. He is survived by his sister, Leah Kydd, of New Bedford, Mass.



PERSONALS

John Diakakis
George Stambillis
Get in touch with Bob Welker, ex-chief electrician, Steel Apprentice, at 219 - 48th St., Union City, NJ, phone Union 4-8627.

Eddie Smith
Please write G. W. "Bill" Champlin, Draga "Sandcaptain," Construction Aggregates de Venezuela, C. A., Apartado 77, Maracaibo, Venezuela.

Russell E. Lund
Contact your brother, Bill, at 2082 Golden Gate Ave., San Francisco.

John Kucharski
Ex-SS Winter Hill
Get in touch with your mother.

Paul Petak
Please get in touch with Manny at his home.

Alfred Sears
Please contact your sister, Mary, immediately. She has urgent news for you.

Theodore Emanuel
Get in touch with Mrs. Marie Ramsey, Baltimore, regarding your extra clothing stored at her home, or it will be disposed of.

Thomas M. Parks
Get in touch with T. M. Breen, 220 Broadway, New York, NY.

Arthur Collier
Contact Jacob Zukerman at 31 Union Square West, New York, NY.

Charles Rafuse
Johnny Elliot
Above men are asked to send their addresses to James Johnston, 93 South Main Street, Warehouse Point, Conn.

James C. McCoy
Get in touch with Lucille Thompson, 719 Almoraster Avenue, New Orleans, La.

T. F. Galvin
SIU Book G-335
Your Union book, discharge, dues receipts and seamen's papers were found in Seattle and are being held for you at SIU headquarters in Brooklyn.

Your Family's

Hospital and Surgical Benefit !

To insure your family the maximum protection at all times under the Seafarers Hospital and Surgical provisions of the SIU Welfare Plan, every Seafarer is urged to:

Fill out in full an SIU Welfare enrollment card, listing all your dependents and drop it off or mail it to any SIU hall. Cards can be gotten aboard ship or at any SIU hall.

Send to SIU headquarters a photostatic copy of your marriage license and of the birth certificates of your children. These documents will enable the Plan to speedily make payment when a claim is made; they will be kept confidential as part of your Union record.

Should anyone in your family require hospitalization or surgery you can save yourself much delay and possible expense by first telephoning or writing the SIU agent nearest you.

1.



2.



3.



**Seafarers International Union
Atlantic & Gulf District • AFL**

